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The Daily Press.

HONGKONG, NOVEMBER 6TH, 1914.

We do not know what special reasons
may have induced President YUAN
SHIH-KAI to issue a Proclamation the
other day denouncing SUN YAT-SEN as a
charlatan, but it seems very much like
flogging a dead horse. It is true that
China is far from "settled" yet; yet
revolutionary disturbances are frequently
being reported from various parts of the
country, but they do not appear to be of
such a character as to justify any anxiety.
These sporadic outbursts—such as that in
the Waichow district, reported in another
column—are unlikely to develop into
widespread revolution. If these distur-
bances by the criminal classes are
instigated, as alleged, by revolutionaries,
they are carried out with no political
object, except to create difficulties for the
Government. The general character of
these disturbances is pure brigandage, and
by no stretch of imagination can the
groups who engage in these enterprises be
regarded as patriots. But if the report
we publish in another column from our
Canton correspondent is correct, the
rising near Waichow is of a different type,
for the account tells us that though the
majority of the rioters are pirates—who
infest this particular district—no looting
has taken place, traders being allowed to
move their merchandise as they please
without molestation. One wonders how in
these circumstances an army of pirates

contrives to live! Possibly just as it is
customary in many parts of China for the
merchant, the shopkeeper and the wealthy
resident to pay periodical contributions to
Thieves' Guilds in order to ensure
immunity from robbery, it may be that
the people of the Waichow district
pay the robber gangs who are now
operating in the guise of patriots. That
no looting has taken place shows that
honour is possible even among thieves.
Waichow may be regarded as the hot-bed
of revolution. It was here that SUN
YAT-SEN tried to raise the standard of
rebellion nearly twenty years ago, and
whenever we hear of revolutionary move-
ments in China—and especially in
South China—we are sure to see
Waichow mentioned in that connection.
To what extent the name of SUN YAT-SEN
now carries any weight with the people
of China is very difficult to gauge. In
his Mandate President YUAN SHIH-KAI
belittles his pretensions to leadership of
the revolution which resulted in the
deposition of the Manchu dynasty. The
President's Mandate refers to SUN as
hearing of the revolution casually while
residing abroad and then coming back to
China "to advance his own ends." But
nobody who knows anything at all about
the revolutionary movement in China
can have any doubt about SUN having
been the source and inspiration of the
movement. It has been his life's aim and
his life's work, though nearly half his
years have been spent in exile. The fact
that upon his return to China he was
instantly acclaimed as the leader of
the movement, and elected almost
unanimously as the President of the
Revolutionary Government when it was
established at Nanking, and subsequently
elected the first President of the Republic
of China, recognised so conclusively his
leadership of the revolutionary movement
that nothing the PRESIDENT may now say
can derogate from his title to what the
PRESIDENT calls "the honour of originat-
ing the revolution." SUN recognised his
limitations and resigned the Presidency
in YUAN's favour. SUN could destroy, but
could not build. He is an idealist in a
hurry. His theories of government signifi-
cantly failed when they were applied to a
people wholly unprepared for them; but
he attributes their failure to the forces of
reaction arrayed against them in
Peking official circles rather than to
their unsuitability for China. And so
he remains a revolutionary, and there is
doubtless good ground for the belief
that, though understood to be absent
from the country, he is still the fount
and inspiration of the unrest which
from time to time manifests itself in
various parts of the country. So long,
however, as the Government is able to
ensure the loyalty of its troops the danger
of revolution on a large scale is remote.
The people of the country have seen the
futility of it and are acquainted only
too well with its disastrous economic
results.

REVOLUTIONARY DISTURBANCES
IN EAST RIVER.

Our Canton correspondent writes:—
News has been received that fighting has
taken place between the Government
troops and revolutionary gangs at a place
named Ma On, which is some 15 or 20
miles above Waichow. The majority of
the rioters are pirates who have been
infesting the Waichow district, and it is
reported that they have been employed by
the revolutionists to create disturbances.
Arrivals from Sheklung report that,
though the rioters have fought several
skirmishes with the Government troops,
no looting has taken place, and traders
are allowed to move their goods away as
they please. Beyond this, information is
very meagre concerning the trouble, but
it seems that the situation has developed,
as shopkeepers in Waichow have had to
suspend the shipment of all goods that
had previously been ordered. Unless they
have received news of the approach of the
rioters, it is not unreasonable to assume
they would not have taken these measures.

Bomb explosions and rioting are also
reported to have taken place in Pok Lo,
but so far no confirmation has come to
hand. It appears that the principal
leader of these troublesome gangs is Tang
Hang, who, it will be remembered, occu-
pied the post of Commander-in-Chief
of the Land Army, when Wu Hsi-man
and Chan Kwong-ming were successively
Tatuh of Kwangtung.

HONGKONG TRAMWAY CO., LTD.

Figures for the week ending October
31st:—
Receipts \$ 9,787
Decrease compared with cor-
responding week last year \$ 1,733
Aggregate to date:—
No. of weeks 44
Total \$30,512
Increase to date \$36,812

THE WAR.

[THROUGH REUTERS AGENCY.]

THE GREAT BATTLE.

GERMANS GREATLY DISCOURAGED BY FAILURE
TO BREAK THE BRITISH LINE.

LONDON, November 4th.
3.15 a.m.

A Paris *communiqué* issued at 11 o'clock in the evening says:—
The only information received this evening concerns the region
north-east of Vailly, where we counter-attacked, and recaptured the farm
of Metz, and the region of Four-de-Paris and St. Hubert in Argonne,
where a German attack was repulsed, and we also gained ground.

LONDON, November 4th.
7.40 p.m.

To-day's Paris *communiqué* says:—
The situation on our Left is unchanged. The enemy on the right
bank of the Yser retired. We recaptured Lombardzwad (sic). The
Germans on the left bank hold only one bridge-head between Dixmude and
Nieuport. They abandoned large quantities of material and guns
engulfed by the floods.

The battle continues from Dixmude to Lys with alternate
advances and retirements, but on the whole the Allies have made
appreciable progress.

Between Lys and Arras there has been a cannonading action in
detail.

We advanced between Arras and the Oise eastward of Quesnoy, as
far as the heights of Parilliers.

The enemy's attack on our Centre in the region of Vailly has not
been continued, and we recaptured part of the lost ground.

There has been a violent cannonade and vigorous attacks on the
heights of Chemin-des-Dames and around Rheims, but they were repulsed.

There is nothing of importance to report in the region Rheims to
the Meuse, nor in Woevre and Lorraine.

BRILLIANCE OF THE BRITISH.

CAVALRY GAIN ADMIRATION OF THE WHOLE ARMY.

LONDON, November 4th.
1.15 p.m.

The Official Press Bureau says that violent attacks were made on
the 30th October against our First Army Corps and Cavalry by the enemy,
who had evidently been largely reinforced.

We inflicted very heavy loss on the enemy, and the Commander of
the Corps is confident that his men will hold their ground.

The Cavalry have fought, whether mounted or in trenches, to the
admiration of the whole of the Army.

Indian troops were brought into the fighting line.

LONDON SCOTTISH DISTINGUISH THEMSELVES.

The Press Bureau adds that Field-Marshal Sir John French sent a
telegram of congratulation to the London Scottish for a brilliant charge
at Messines.

Our troops on the 1st November were attacked all along the line, but
repulsed the enemy everywhere with the heaviest loss.

Our artillery continues to do prodigious slaughter.

The maintenance of an unbroken line has greatly discouraged the
Germans.

OPERATIONS AGAINST TURKEY.

RUSSIANS IN CONTACT WITH TURKS ON
TURKISH SOIL.

LONDON, November 4th.
4.30 p.m.

A telegram from Petrograd says that the Caucasian General Staff
announces that the Russian troops crossed the Turkish frontier, and repulsed
the Turkish advance guards, the Turks retreating, abandoning their dead.

RUSSIAN BATTLESHIP REPORTED SUNK.

LONDON, November 4th.
1.15 p.m.

A telegram from Sofia says that the Turks have sunk the Russian
battleship *Sinope*.

[The *Sinope* was launched at Sebastopol in 1857, and was completed
three years later, being thus nearly 25 years of age. Her displacement was
10,130, her speed only 10.75 knots, and her armament six 12-inch, twelve
6-inch, and a number of smaller guns. Her complement was 325.]

TURKISH FINANCE MINISTER RESIGNS.

LONDON, November 4th.
1.15 p.m.

A telegram from Amsterdam states that Djavid Bey, the Turkish
Minister of Finance, has tendered his resignation.

TURKISH AMBASSADOR TO LONDON RECEIVES HIS
PASSPORTS.

LONDON, November 4th.

The Turkish Ambassador to London has received his passports and
leaves to-morrow.

[THROUGH REUTERS AGENCY.]

THE FINAL ASSAULT ON
TSINGTAU.TERRIFIC BOMBARDMENT PREPARES WAY
FOR INFANTRY.

LONDON, November 4th.
3.20 p.m.

A telegram from Tokyo says that a vigorous assault on Fort Itia,
the strongest fortifications at Tsingtau, has begun. The way for the
infantry has been prepared by a most terrific bombardment, which almost
reduced the fort to atoms.

EIGHT HUNDRED PRISONERS AND TWENTY-SIX
GUNS TAKEN.

LONDON, November 4th.
10.10 p.m.

A Tokyo telegram states that the Japanese have captured 800
prisoners before Tsingtau and destroyed 26 guns.

FLOATING DOCK SUNK: REPORTED FOUNDERING
OF "KAISERIN ELISABETH."

Mr. Imai, Consul-General for Japan, has forwarded the following
official report which was received by him yesterday, but which was published
on Wednesday by the Naval Department:—

"On the 1st November, a party of the second squadron, together
with the British ships, bombarded all day long the Hoi Chuan Chue, Chan
Shan and Iltis forts, the effect being satisfactory. It seems that the
Austrian cruiser *Kaiserin Elisabeth* foundered by exploding herself in the
Kiaochau Bay, at 3 a.m. on the 2nd inst. On the 3rd inst., the Tsingtau
floating dock in the 'Great Port' listed and sank."

CANADIANS REVIEWED ON SALISBURY PLAIN.

LONDON, November 4th.
6 p.m.

Intense enthusiasm was shown when His Majesty the King,
accompanied by Earl Kitchener (Secretary of State for War), reviewed
the Canadian troops on Salisbury Plain.

BRITISH TREASURY BILLS.

LONDON, November 4th.

The applications for £15,000,000 Treasury Bills totalled £27,000,000,
the average rate being 3 11-16 per cent.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GERMAN TRADING UNDER ENGLISH NAMES.

FRENCH AND BELGIAN PROTEST AT HANKOW.

PEKING, November 4th.

The French and Belgian Consuls at Hankow have protested to the
British Consul against British subjects carrying on trade with German
Firms.

Arnold, Karberg & Co. now carry on their export trade under the
name of H. E. Arnold, and the Consuls state that two other German firms
are restarting under the names of British employees.

The French also complain that the Germans are enabled to block
the market.

WAR ITEMS.

M. Gabriele d'Annunzio, the distin-
guished Italian author, visited the battle-
fields of the Marne and the Aisne, and he
asserts that the things he saw were so
terrible that no vengeance inflicted upon
the Germans could be too harsh.

A Paris *communiqué* on October 7th re-
lated that the active forces engaged
against the Allies consist of 23 active
army corps and 18 reserve army corps.
This does not include a number of divi-
sions of the Landwehr and Landsturm.

The Petrograd *Sviet* states that the
Austrian officers attended the service at
St. Shabat Cathedral, and ordered the priest
to pray for the Emperor Francis Joseph.
The priest recited the usual prayers for
King Peter, and the Austrians thereupon
hanged him.

M. Chretien, a San Francisco lawyer,
who visited the villages in the Vosges, has
furnished a terrible report of German
barbarities inflicted on civilians of all
ages and sexes. Abominable atrocities
were committed on women, and nearly all
the villages were burned.

The submarine which torpedoed the
Pathfinder tried to get through 400 miles
of sea, patrolled by British ships. The
latter just watched for her, and seven of
them put shots into her periscope as soon
as she appeared. She went to the bottom
with her crew.

Two French divisions, with a territorial
division, held positions at Arras for
several days against overwhelming odds,
until reinforcements arrived. Though
the losses were heavy, the Germans were
soundly beaten. Reinforcements nearing
Arras encountered a large force of
Germans, and a frontal attack failing, a
large force of French went for the flank
while the centre was engaged. They
rushed the trenches, and took 800
prisoners.

Letters received at Stockholm show
that startling disillusionment has begun
in Berlin. The newspapers attempt to
minimise the reverses by long stories of
an enormous number of prisoners in the
hands of the Germans, but the procession
of trains of wounded is telling another
story.

Maurice Maeterlinck, the famous Bel-
gian, speaking at a meeting at Newcastle
on October 10th, received a great ovation,
and remarked of the latest events: "It is
pitiful. It is a story of a little kingdom
which kept its pledge and died for it."
There were loud cries from the audience
of "Never!"

The inhabitants of Berlin (Ontario), of
whom 12,000 are Germans or of German
descent, have collected £15,000 for the
National Patriotic Fund, and cabled to
Lord Kitchener expressing the hope that
German militarism will be smashed for
good, and the people set free to create a
greater and a better Germany.

The New Zealand corps which has been
raised in London has gone into camp at
Salisbury Plain. There was an enthu-
siastic scene at the Victoria Street offices
of the High Commissioner, where the
Dominion soldiers were rapturously
cheered. They are a fine body of men.
Many possess South African medals.

A piquant story is circulating concern-
ing the German War Council. The story
is to the effect that before the Kaiser went
to Prussia some members of the staff
sharply criticised the Crown Prince's
methods of operations, and urged eva-
cuation in order to maintain a defensive po-
sition. A stormy scene is said to have
occurred.

The conduct of the King of the Belgians
throughout the siege of Antwerp was an
inspiration to his troops. He wore the
uniform of a private, shared meals with
the men in the trenches, and only left
the city when it was impossible to do
more. Some of the refugees from Antwerp
state that they saw the King of the
Belgians with one arm in a sling.

WAR NEWS.

VOLUNTEERS FROM NORTH CHINA.

A third batch of loyal Britishers who have volunteered for service at the front has left Shanghai. Most of the 30 men were from the outposts, and all have had experience, either with the Regulars or Volunteers. Several are Australians who were engaged on Chinese Government concerns. They were given a most cordial send-off at Shanghai by several hundred people, and members of the Deluge Company of the Fire Brigade turned out to do honour to two of their men who were included among the volunteers.

PRESAGING AN EARLY VICTORY.

The Times Bordeaux correspondent says the steady movement northwards is regarded as presaging an early victory and that we are on the eve of the liberation of French soil from the invaders. It is considered that the enemy will be forced to weaken their centre. The result of the main action now transferred to the north must tend to place General von Kluck's army in danger and bring about the retreat of the Crown Prince's army which is in jeopardy, more especially because snow is falling in the Ardennes.

INDIAN TROOPS IN FRANCE.

SIMLA, October 15th.

The Viceroy has received the following telegram from the Secretary of State repeating information from a responsible source in France regarding the arrival of Indian troops in France:—For obvious reasons it is impossible to give any details of the number of Indian troops who have already landed in France or of their subsequent movements. It must be sufficient for the present to record the fact that they have had a more than cordial welcome from the impressionable, warm-blooded population who have evinced unbounded interest in this magnificent portion of the fighting strength of the British Empire, of whom they have hitherto practically known nothing. The troops received an ovation on marching through the city en route to various well situated camps, where the arrangements which have been made in conjunction with the French authorities have conduced to their comfort and efficiency. Both men and animals appear fit and in hard, good condition after the voyage. The casualties en route were limited to a few animals. To judge from the comments of the local Press, the whole appearance, bearing and especially equipment of our Indian troops is a revelation to the French. While having every reason to believe implicitly in the courage and efficiency of their African troops, of whom there are constant drafts to be seen here, our Allies are ready to admit in view of their other immense military preoccupations, that they have not succeeded in evolving from their resources so formidable and impressive an engine of war as that they now see arriving here from India. The behaviour of the men has been excellent. Those who are not acquainted with them comment on their not evincing wonder and even consternation at their novel surroundings. This is, of course, due to ignorance of the levities that have been working among our men since the days when China and Africa threw open to them the comradeship in arms of the Empire overseas. The Indian soldier of to-day, while retaining every whit of the primitive valour, virtue and simple soldierly devotion that carried our arms to Kabul and Kandahar, is a man of the world and very much a soldier of the Empire. The docks present a very busy and business-like appearance, and from an inspection of the stores landed and from the ease with which our home and Indian supply and transport arrangements are being co-ordinated, our troops should lack little that make for comfort and efficiency. It is interesting to note that this place is capable of supplying much of what it was anticipated would have to be brought from India. For instance, atta was at once successfully ground to sample in the local mills, and it is anticipated that the price of supplies will be little more than when purchased locally in India.

WELDING THE EMPIRE.

It is believed in political circles at Ottawa that one outcome of the war will be that Newfoundland and Bermuda will become part of the Canadian Confederation. The war has brought these colonies closer to Canada. Canadian soldiers are now garrisoning Bermuda, while the Newfoundland naval reservists are serving in the Canadian cruiser *Niobe*.

ENGLAND'S REGENERATION.

NEW YORK, October 6th.

The *New York Sun*, in an article headed "The Regeneration of England," says that the eagerness wherewith peer, commoner, capitalist, labourer, squire, and peasant responded to the country's call proved a perfect revelation to the Germans, who scoffed at the serious military resistance of Britain. From north, south, east, and west the men of the Empire are thronging to deliver the world from military terrorism.

"MENTIONED IN DESPATCHES."

LONDON, October 19th.

Captain H. D. Baird and Lieut. Colonel G. de Barrow, Indian Army, are among staff officers mentioned in Sir J. French's despatch. General Hubert Hamilton was standing behind trenches on the Aisne when a shell exploding killed him. He is personally mentioned in despatches and his division is mentioned repeatedly. The following units are specially mentioned for services at the Marne and Aisne: 9th Lancers, 8th Hussars, Queen's Bays, Royal Engineers bridging train, 25th, 34th, 36th and 44th Brigades, Royal Field Artillery, 2nd King's Royal Rifle, 2nd Royal Sussex, 1st Northants, 1st North Lancashire, 1st Coldstreams, 1st Gloucesters, and the heavy batteries.

ACCESSIONS TO THE GERMAN FLEET.

It has been suggested that the inactivity of the German High Sea Fleet may be explained in part by the fact that it is awaiting the completion of some new ships. According to this interpretation of the situation, the battleships *König*, *Grosser Kurfürst* and *Markgraf*, as also the battle-cruiser *Derfflinger*, must have joined the fleet by this time. The battleship *Kronprinz* and the battle-cruiser *Tirpitz*, which were not to have been completed until the spring of 1915, it is asserted "will be accelerated, perhaps by as much as nine months." There are small cruisers, too, and no doubt extraordinary efforts are being made to turn out destroyers and submarines by the dozen. "This," we are told, "may account for the present inactivity of the German fleet." We attach no importance to these statements. The German naval authorities may be very acute, but even they cannot perform miracles. Ships which were not to have been completed until the early summer of next year, and which were known to be in arrears before the war broke out, cannot by any miracle be rushed to completion within the next few weeks. As a matter of fact, no one who has any knowledge of the naval situation on the two sides of the North Sea can have any idea that a few weeks' delay is going to contribute to the margin of strength possessed by the German fleet. The boat is on the other leg. The First Lord of the Admiralty was well within the mark when he stated that within the next few months we shall complete twice as many large ships as Germany can finish, and three or four times as many smaller craft. The German industries associated with the creation of naval armaments are working under great disadvantages. In the first place, the German Navy depends upon one establishment and one only for its guns and armour; and, moreover, owing to the loss of communication by sea, the Navy Departments must be suffering under a considerable handicap in completing vessels. We may accept with confidence the assurance that every week's delay adds to the margin of British naval strength.—*Naval & Military Record*.

KIEL CANAL SOUNDINGS.

The British Admiralty, by an astounding *faux pas* on the part of the Kaiser only a few months ago, has come into the possession of a German secret, which must greatly relieve the anxiety of Admiral Sir John Jellicoe. It happened in this way. Amongst the British honours held by the German monarch was that of Admiral in the British Fleet, and his flag was hoisted on the *King George V.* during the recent visit of a squadron to Kiel and whilst the Kaiser was on board the warship. At parting, and by way of acknowledging the compliment of the visit, His Imperial Majesty permitted the light cruisers of the squadron to pass through the Kiel Canal on their way home. Now it is an inviolable rule in the British Navy that ships entering or leaving harbours are to keep the lead going until the open sea is reached, and it was in this way that correct soundings have been obtained of the depth of the great artificial canal behind which the German Fleet is lying, and which, it was believed, would afford an outlet when that fleet decided to come into the open. There is no doubt the Kiel Canal will be employed by a good part of the fleet, but the soundings obtained show that the big battleships cannot possibly get through there, the depth being quite insufficient. The British Admiralty, therefore, been able to dispose of his ships in the light of the knowledge that only the enemy's smaller ships can pass through the canal, and to retain the principal ships of his command for guarding the waters between Denmark and Sweden and the entrance to the Baltic.—*Australian paper*.

THE VALLEY OF DEATH.

TERRIBLE SLAUGHTER IN A GORGE.

It is announced that the Austro-German losses in Northern Galicia during 17 days' fighting include 900,000 prisoners in the hands of the Russians. The Russians got 15,000 Austrians in a wooded gorge south of Zamosc. After shelling the gorge the Russians stormed it, and the remaining Austrians surrendered. The gorge was filled with dead, and was named "The Valley of Death." An Austrian general, seeing the debacle, shot himself dead.

TERRIBLE OVERCROWDING IN NORTHERN HUNGARY.

VIENNA, October 11th.

Hungary has suspended the import duties on grain. The enormous influx of Galician refugees into Northern Hungary has caused terrible overcrowding. Kachau, with a normal population of 50,000, is now sheltering 100,000. The prices of food are doubled and trebled. The sanitary conditions are imperilling the community.

GERMAN TRADING THROUGH NEUTRAL COUNTRIES.

LONDON, October 16th.

The home papers have been displaying some interest on the subject of the possible extent of German trading through neutral countries and calling attention to the remarkable increase in demands of the other North Sea countries for grain, petroleum products and coal. An article in *The Times* from a correspondent expresses the hope that certain vessels recently chartered for this trade will be held up in the North Sea until the Governments concerned give a guarantee concerning the ultimate destination of their cargoes. Holland has just prohibited the export of petroleum.

BELGRADE NO LONGER IN DANGER.

A Nish official communiqué states that Belgrade being no longer endangered pensions will henceforth be paid there instead at Nish.

SPOILS OF THE SEA.

DISAPPEARANCE OF GERMANY'S MERCHANT SHIPPING.

The Press Bureau on September 29th issued the following:—
The Secretary of the Admiralty communicates the following tabular statements with regard to the capture and destruction of British and enemy merchant shipping:—

GERMAN SHIPPING.	
No.	Tonnage.
Detained in British ports at outbreak of war	102 200,000
Captured since outbreak of war	83 338,000
Remaining in Swiss Canal zone	14 72,000
Capable of being armed	
Detained in United States ports	15 247,000
Detained or captured by Allies	168 283,000
Total	387 1,140,000

BRITISH SHIPS SUNK.

The following is a list of British ships sunk by German cruisers, with the name of the owners, tonnage, date, position, and name of German vessel, etc.:—
Ellerman and Bucknall, *City of Winchester*, 6,800, August 6th, off Socotra, *Königsberg*.
Houston, *Hyades*, 3,755, August 16th, 180 miles east of Pernambuco, *Dresden*.
N.Z.S. Co., *Kaipara*, 7,392, off Canaries, *Kaiser Wilhelm der Grosse*.
Elder, Dempster, *Nyanza*, 8,066, August 16th, 200 miles south of Las Palmas, *Kaiser Wilhelm der Grosse*.
Lancashire Shipping Co., *Doves Castle*, 4,650, August 18th, 180 miles east of Barbados, *Karlsruhe*.
F. S. Holland, *Holmwood*, 4,233, August 26th, 100 miles south of Santa Maria Grande, *Dresden*.
J. Nourse (Ltd.), *Indus*, 3,893, September 10th, Bay of Bengal, *Emden*.
Warrack Line, *Lovett*, 6,102, September 10th, Bay of Bengal, *Emden*.
Connell Brothers, *Kiffin*, 3,544, September 13th, Bay of Bengal, *Emden*.
Harrison Line, *Diomedea*, 7,615, September 13th, Bay of Bengal, *Emden*.
Kyle Transport Company, *Trabacco*, 4,014, September 14th, Bay of Bengal, *Emden*.
Cian Line Steamers (Ltd.), *Cian Matheson*, 4,775, September 18th, Bay of Bengal, *Emden*.

SUNK BY NORTH SEA MINES.

British and neutral vessels sunk in the North Sea by mines up to September 23rd include the following:—
Danish steamship *Maryland*, 5,136, August 21st, off Thames Mouth, all saved.
Danish steamship *Chr. Broberg*, 1,225, August 22nd, off Thames Mouth, one lost.
Danish steam trawler *Skul Fogueti*, 772, August 26th, off Flamborough Head, four missing.
Norwegian steamship *Gjortved*, 1,235, August 27th, off Tyne, eight missing.
Danish sailing ship *Gaen*, 235, August 27th, off Tyne, five lost.
British steam drifter *Barley Rig*, 185, August 27th, off Blyth, five lost.
Danish steamship *Kamma*, 1,270, September 2nd, off Harlepool, all saved.
Swedish steamship *St. Paul*, 2,534, September 2nd, off Tyne, all saved.
British steam trawler *Ajax*, 120, September 2nd, off Spurn Head, nine missing.
British steam trawler *Forjuua*, 259, August 2nd, off Humber, two saved.
British steam trawler *Fittoria*, 146, September 2nd, off Spurn Head, seven lost.
British steamship *Rano*, 1,679, September 6th, off Tyne, twenty-two lost.
British steam trawler *Imperialist*, 195, September 6th, off Tyne, two saved.
British steam trawler *Rejoice*, 230, September 8th, off Spurn Head, all saved.
British steam trawler *Kilmorack*, 165, September 22nd, off Spurn Head, six lost.

FISHING VESSELS CAPTURED AND SUNK.

Up to September 23rd the following fishing vessels had been captured and sunk by Germans in the North Sea and neighbouring waters:—
Tubal Cain, 277; *Capricornus*, 104; *Argonaut*, 225; *Lobelia*, 147; *Herrier*, 203; *Pollux*, 182; *Shirbeck*, 171; *Wigfoot*, 155; *Valrus*, 159; *Flavian*, 180; *Julian*, 185; *Indian*, 185; *Porpise*, 159; *Lindsey*, 144; *Kesteven*, 150; *Jarmoy*, 260; *Valant*, 198; *Mersey*, 195; *Seti*, 169; *Chamela*, 182; *Riden*, 200; *Rhine*, 187; *Zenobia*, 152; *Tea*, 153.

GERMANY'S DEBTS.

ABOUT 250,000,000 OWING TO BUSINESS FIRMS IN ENGLAND.

It is estimated that the money owing by German firms to English merchants and manufacturers amounts to 250,000,000, a great proportion of which sum is due to Lancashire and Yorkshire. Something like the exact indebtedness of Germany to this country will be known shortly, as the London Chamber of Commerce and the provincial chambers are making inquiries which will enable them to compile reliable statistics on the subject. Meanwhile it is known that some firms are feeling considerably the strain imposed on them by the cutting-off of these financial supplies from Germany, and suggestions are being made for their relief.

One proposal is that the banks should advance money on account of the debt under a guarantee from the Government, and that at the end of the war the German Government should be made responsible for the collection and repayment of the debts. The much-needed financial assistance would place many northern firms—and more than one southern firm—soundly on their feet, and the advantage to British trade during the war would be enormous. If English firms are feeling the pinch of the closed commercial relations, German firms are suffering quite as much, if not more.

IDLE TONNAGE.

WHAT IT IS COSTING GERMANY.

Surprise has been expressed in some quarters that out of a total of 2,400 ships of 5,400,000 tons gross owned by Germany, "only" about 250 of less than three-quarters of a million tons have been captured or detained by the Allies, the rest being either in home ports or, presumably, in neutral waters. The critics argue, writes the *Globe* of September 14th, that ten per cent. of Germany's merchant fleet is not enough to go to, and although in this country they will probably be held to be right the effect of the war on the idle ships is considerably more than the absence of any trading profit which by some is thought to constitute the main loss. Ships that are laid up have to pay certain port dues, which if not so heavy as when trading nevertheless mount up in the course of time. These charges vary in different ports, but if one assumes for the purpose of illustration that they amount with incidental charges to 50 pence per ton per week this will serve to indicate the cost to German shipowners, even if the figure is an arbitrary one. These dues are usually payable on the net tonnage, which may roughly be taken as 60 per cent. of the gross, and on this basis the shipowner will have to find something like 275,000 a week.

Now if one brings the subject nearer home and applies it to the *Vaterland*, which is the biggest ship in the world, with a tonnage of 24,300 gross and 23,928 net (for passenger vessels have a relatively small net tonnage), she is costing the Hamburg-America line on the above basis something like £240 a week. What the exact figure is is not generally known, as so much depends upon the arrangement existing between the New York authorities and the owners, and if one considers the extensive quays and so forth at the disposal of this line there, the price is just as likely to be double or treble as a pound or two less. However, the figure is illustrative, and does not pretend to be anything more. In addition to this charge there is the payment of the crew. Having signed on at Hamburg, they must be discharged there, and if this is properly carried out the company are left with a crew of 1,500 to feed and pay. Probably a large number have been got away as reservists or in some other way, but there must still be a fair number on board. If one hazards a guess and assumes that two-thirds have gone, there remain 500, which at a rough estimate will cost £500 in food and wages. The ship will at this rate have cost £7,000 since the commencement of hostilities; this is something to the tune of 200,000 per annum on one ship, albeit the biggest.

There are said to be 15 German liners held up at New York, and of these eight belong to the Hamburg-America Company, and seven to the Norddeutscher Lloyd. Their net tonnage aggregates 130,000 and this means roughly a monthly outlay of £15,000 for the Hapag and £10,000 for the N.D.L. The former company owns 181 ships, and the latter 120, so any reader of a mathematical turn of mind may work out to his own satisfaction the sum. If 16 liners cost £25,000 per month to lay up, what will 301 cost? If he wants a rough tonnage basis he can figure out the ships at an average of 4,000 net each, as New York gets the pick of the ships and some of the others are small ones.

There is also the question of depreciation. The sea is a merciless invader and nothing is safe from its corrosive action. Paint costs money, and fifty tons goes none too far on a big liner. Without its constant application a ship soon looks a sorry spectacle. Then the machinery needs constant attention, and this means an outlay in engineers' stores. The hull will soon have a profuse growth of weed below the waterline. This means dry docking, and there is no dry-dock big enough in the States to take the *Vaterland*. So there will be some slow liners crossing the Atlantic after the declaration of peace, but their coal bill will be none the less for it. Even the cargo boats will bear proportionate burdens, and whatever arrangement might be come to in regard to German vessels interned in German ports, those in foreign countries, and they must be about two-thirds of the total, are not likely to get off too cheaply.

To the above losses and general shore establishment charges must also be added the loss of prestige and credit. The large numbers of Americans who found their return tickets available on the German lines by which they travelled to Europe so much useless paper when they wanted to get back will not readily forget that the British lines fulfilled their obligations while the Germans could not. They will want their money back and possibly something in the way of compensation. This money will have to be found.

It may be remembered that earlier in this year, when the Hamburg-America Company was threatening the Norddeutscher Lloyd with a fighting fund of £600,000, and it was only the personal influence of the Kaiser which led to a sudden peace compact between the two companies. Can it be they were told that in a little while they would need all the reserves they possessed? It looks as if they will require considerably more, and that are the war, is finished the German shipping companies will have received such a set-back that many will never recover, and even the strongest only after many precarious years.

RUSSIAN BAYONETS BUSY.

PETROGRAD, October 6th.

The Russians at Roki (Galicia), northward of Augustów, discovered at night-time, during a tremendous rainstorm, a force of Germans who had omitted to post pickets. Infantry, with a battery of light guns, stalked them under the noise of the rain. With artillery they swept the sleeping Germans, and then followed with a bayonet charge.

According to prisoners, the Kaiser ordered that *Osoviski* should be captured within three days. The Germans fired 40,000 shells before the Russians took their lines by a daring frontal charge of a single body of cavalry, combined with infantry. The cavalry made a flanking movement.

MORAL QUALITIES IN WAR.

A SOLDIER'S MESSAGE FROM THE GRAVE.

The first article in the current issue of *Blackwood's Magazine*, entitled "Moral Qualities in War," is not only a striking confession of a soldier's faith, but also the military testament of one who was among the first to lay down his life for his country in the present war. The article is unsigned, but it was written by Major O. A. L. Yate, of the King's Own Yorkshire Light Infantry, whose death in action was announced in the first casualty list published on September 3rd.

We quote the following passages:—
"The importance of moral qualities for success in war can scarcely be over-estimated. Napoleon, by comparison with material factors, put it at three to one. Since his day their relative value may be said to have increased. The times when serried masses—or even single columns and shoulder-to-shoulder lines—moved right up to a hostile position are past and gone. Then, an advance through a comparatively shallow zone of fire with comrades close at hand was succeeded by a bayonet attack, or by a retrograde movement which soon brought immunity from hostile weapons. Two-day battles were rare; many encounters celebrated in history lasted a few hours or less. The long periods of rest and freedom from danger which intervened between battles served to restore shattered nerves and weary frames. But of present-day warfare the distinguishing feature is its intensity. Long marches, irrespective of weather and season, will frequently mark the opening stages of a campaign; incessant vigilance is needed from the moment war is declared; constant is the risk of sudden destruction (which in these latest days may come even from the sky above); chilly bivouacs must often be the substitute for snug winter quarters of pre-Napoleonic days; battles last for days, and even weeks; and whilst they endure, scarcely a spot for some miles from the enemy is safe from shot and shell; moreover, experiments prove that the very latest projectiles in use cause wounds more terrible than any previous weapons have done. What a strain on nerves overtaxed already in many cases by our modern high-pressure existence! What a test for bodies accustomed to the comforts of latter-day civilization!"

"Under such conditions marksmen may achieve no more than the most erratic shots; the smartest corps may quickly degenerate into a rabble; the easiest tasks will often appear impossible. An army can weather trials such as these just depicted only if it be, collectively considered, in that healthy state of mind which the term 'moral' implies."

And the following summary of the conditions of victory:—
"A study of the past shows that the following have always largely contributed towards the success of a people in war, even when handicapped by inferior numbers, weapons, and resources and by lack of warlike experience:—

"A belief in the necessity and justice of the struggle; and unanimity amongst the leading personages of the nation."

"A determination to shake or ward off a foreign yoke, to terminate injustice of misrule, to rescue from oppression friendly or kindred nations."

"The memory of past wrongs or defeats."

"Physical fitness of a nation's manhood, and a simple standard of living amongst all classes."

"Stern and impartial discipline within the fighting services."

"A spirit of camaraderie amongst officers. *Esprit de corps*. A strict sense of duty. Satisfactory relations between officers and men."

"Readiness to accept responsibility amongst leaders of every grade."

"The spirit of the offensive."

"Appreciation of the soldier's death." Major Yate concluded his article with some references to the Japanese soldiers—"the spirit in which soldiers must go forth to fight. Not dreaming of the to-becoming, the medal, the baton. These are distant and problematical. Nearer and more probable are the enemy and the tomb. 'Few, few shall part, where many meet.'"

Before these fine words were in type the author had proved their truth. They stand as a prophecy and an epitaph; and if his message from the grave is as widely read as it deserves to be, a gallant soldier will not have died in vain.

THE HUGE GERMAN HOWITZERS.

PARIS, October 6th.

A French artillery officer states that the German 17-inch howitzers have disastrous effects at long ranges, but that their mechanism is so complex and their transport so difficult that ideal conditions are rarely obtained. The howitzers, the officer adds, are harmless at close ranges. The handy French 75-millimetre gun is generally able to destroy Krupp's expert engineer gunlayers, and a bayonet charge follows. A number of howitzers have already been captured in this war.

HIGHLANDERS TO THE FORE.

PARIS, October 6th.

The recent capture of German trenches by the Allies was largely due to the Britishers, particularly two famous Highland regiments. For some days scarcely more than 200 yards separated the trenches, and an almost continuous fire was maintained over a short range night and day, with infantry rushes from either side, culminating in a terrific and successful bayonet charge. During the previous two days the Germans refused to allow the British Red Cross to pick up the wounded, and even declined to permit their own ambulances to gather in the Germans.

A correspondent of the *Daily Chronicle* is informed that the Germans now regard their general position in Belgium as endangered by the Allies' progress further south and quotes a high officer as saying that the Germans in Belgium simply cannot hold on and win. Before the week is over we ought to have them on the run.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

RESIGNATION OF THE CHINESE PREMIER.

PEKING, November 4th.

The resignation of Sun Pao-chi, the Prime Minister, has been accepted. Liang Tun-yen was expected to succeed, but he has declined the post.

PLAGUE AT HARBIN.

PEKING, November 4th.

Plague has again made its appearance in the Harbin district.

CORRESPONDENCE.

AN APPEAL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

Hongkong, November 5th.

Sir,—I have received an appeal from Major Lyall Grant in favour of a fund which has been opened by Mrs. G. A. Malcolini, wife of the Commanding Officer of the London Scottish, now at the Front. In the course of his letter Major Grant remarks:—"To those who prefer to give personal work, it may be said that at present the most necessary articles are Baluchava helmets, woollen mittens or wristlets and khaki-coloured Shetland sweaters, especially the last-named. The authorities refuse to forward shirts and socks, of which an ample supply exists in Government stores; these articles can only be sent to individual members of the Battalion by parcel post."—Yours faithfully,

W. L. CARTER.

HIS MAJESTY'S FORCES IN HONGKONG.

TERM OF ACTIVE SERVICE EXTENDED FOR FURTHER THREE MONTHS.

A Proclamation by H.E. the Governor (Sir Henry May, K.C.M.G.), published in a *Government Gazette* Extraordinary on Wednesday, declares that "by reason of the imminence of active service, it is necessary for the public service that His Majesty's forces in the Colony be subject to the Army Act for the further period of three months from this date." The period mentioned in the Proclamation on the 5th August expired yesterday.

OPIUM FOR THE STRAITS.

At the request of the Government of the Straits Settlements, the Government of India have arranged that, with effect from January 1st next, the quantity of opium required for consumption in the Colony shall be sold direct to the Colonial Government, subject to certain subsidiary conditions. The agreement will remain in force for five years, and a fixed price will be paid by the Colonial Government. The number of chests of uncut opium to be sold by public auction during 1915 (viz. ten thousand and eighty) is accordingly exclusive of the quantity required by the Colonial Government during that year, namely, three thousand one hundred and twenty chests. It will be noticed that the number of opium chests announced in this week's *Gazette* as to be sold by public auction next year (namely, ten thousand and eighty) is less by three thousand one hundred and twenty than was given out by Sir William Meyer in his last budget statement. The explanation of this is to be found in the announcement made separately of the new arrangement with the Straits Settlements, which should enable opium in that Colony to be brought under proper control, and reduce, if it does not put an end to, such hitherto existing abuse as that of the smuggling of Straits opium in China.—*Times of India*.

INTIMATIONS

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(ESTABLISHED 1864.)

SOLE AGENTS FOR

FALCON LAGER BEER.

A DUTCH BEER FAMOUS

AT HOME AND ABROAD FOR

PURITY.

EXCELLENCE.

CHEAPNESS.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.
Cables: A.B.C. 6th Ed., "Liber's"
Telegraphic Address: "Pazra."

NEW ADVERTISEMENTS

NOTICE.

BY Permission and only so far as may be necessary for the Successful Liquidation thereof, the following Retail Stores will remain open for Business as heretofore:

Messrs. F. BLACKHEAD & Co.
" C. GAUPP & Co.
" KRUSE & Co.
" BERBLINGER & Co.
" LOWE, BINGHAM & MATTHEWS, Liquidators.

Hongkong, 4th November, 1914. [1332]

HUGO C. A. FROMM.

THE CREDITORS of the above-named Firm are hereby required to send their names and addresses and particulars of their Claims to the Undersigned, who have been Appointed LIQUIDATORS of the Hongkong Agency.

All Persons indebted to the Firm are required to pay their Debts to the Undersigned or to their Daily Authorized Agents, and are further notified that any payment otherwise than to the Undersigned or to their Daily Authorized Agents will not be recognised.

LOWE, BINGHAM & MATTHEWS, Liquidators.
Hongkong, 5th November, 1914. [1333]

NORDEUTSCHER LLOYD STEAMSHIP CO.

THE CREDITORS of the above-named Firm are hereby required to send their names and addresses and particulars of their Claims to the Undersigned, who have been Appointed LIQUIDATORS of the Hongkong Agency.

All Persons indebted to the Firm are required to pay their Debts to the Undersigned or to their Daily Authorized Agents, and are further notified that any payment otherwise than to the Undersigned or to their Daily Authorized Agents will not be recognised.

LOWE, BINGHAM & MATTHEWS, Liquidators.
Hongkong, 5th November, 1914. [1334]

LOST.

A DIAMOND AND PEARL EARRING with screw fitting, on Wednesday night, 4th inst. between the Hongkong Hotel, Peak Tram, and 82, The Peak. Finder returning same to the HONGKONG HOTEL will be rewarded.

Hongkong, 6th November, 1914. [1418]

TO LET.

OFFICES in Hotel Mansions.
Apply to—
HENRY HUMPHREYS, Alexandra Buildings.
Hongkong, 6th November, 1914. [1329]

TO LET.

TWO ROOMS, Third Floor, Prince's Buildings, from 1st December.
Apply—
LEIGH & ORANGE.
Hongkong, 6th November, 1914. [1330]

TO LET.

Immediate Possession.
NO. 27, CONDUIT ROAD.
2 LARGE RECEPTION ROOMS, 3 Excellent Bed and Bath Rooms and other Offices. Furnished Throughout, Moderate Rent.
Apply to—
PERCY SMITH, SETH & FLEMING, No. 5, Queen's Road Central.
Hongkong, 6th November, 1914. [1331]

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 9th instant.

Hongkong, 4th November, 1914. [1326]

WANTED IMMEDIATELY.

EUROPEAN SHIP'S DOCTOR, for voyage to London.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 3rd November, 1914. [1315]

NOTICE.

I HAVE Established myself To-day as EXPORT, IMPORT AND COMMISSION MERCHANT.
G. E. HUIJGEN.
Canton, 1st November, 1914.

NETHERLANDS LLOYD OF BATAVIA AND AMSTERDAM.

HAVING been Appointed AGENT for this Company, from the 1st November, 1914, I am prepared to ACCEPT FIRE INSURANCE RISKS at Current Rates.
G. E. HUIJGEN.
Canton, 1st November, 1914. [1314]

FRENCH LESSONS
G. MOUSSON,
15, MORRISON HILL ROAD.

[1176]

INTIMATIONS

G. B.
WAR DEPARTMENT.

TO LET—IMMEDIATELY.

NOS. 1 to 13, AUSTIN AVENUE, Kowloon. Rent, including use of Electric Light Fittings, 558 per month. Particulars may be obtained from O.C., A.S.C., Victoria Barracks, Hongkong. Keys may be obtained from Watchman at No. 8, Austin Avenue.
Hongkong, 29th October, 1914. [1308]

AL FRESCO FETE

IN AID OF THE FUNDS OF THE SOCIETY OF ST. VINCENT DE PAUL.

To be held in the Compound of the ROMAN CATHOLIC CATHEDRAL, ON SUNDAY,

8th November, 1914, from 9 P.M. to 11.30 P.M.

UNDER the Distinguished Patronage of H.E. His Governor and Lady MAY.

ADMISSION TICKET ... \$1 which is entitled to a Souvenir on its presentation at the Souvenir Pavilion (on the evening of the Fete only).

Tea, Cakes and Refreshments will be served during the afternoon and night.

By the courtesy of the Philharmonic Society their Orchestra will be in attendance from 9 to 11.30 P.M.

Tickets can be obtained at the ROMAN CATHOLIC CATHEDRAL COMPOUND ON SUNDAY, 8th November, from 9 A.M. to 7 P.M., and at the Gate on the night of the Fete.

The various stalls will be opened for inspection by the public from 3 to 8 P.M. on the 8th Nov.

Hongkong, 5th November, 1914. [1337]

HAYTOR RUBBER ESTATES, LTD.

(Incorporated in the Straits Settlements).

NOTICE IS HEREBY GIVEN that application has been made to the Directors of this Company to issue to FREDERICK NEWMAN MATTHEWS of Shanghai Two Duplicate Share Certificates of 100 Shares each in the Company upon the Statement that the Original Certificates Nos. 52 and 57, dated 19th October, 1913, have been LOST.

AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificates is made to the Directors they will then proceed to deal with such application for Duplicate Certificates.

By Order of the Board,
EVATT & Co., Secretaries.

Dated at Singapore this 21st day of October, 1914. [1309]

YEW LEE.

AN CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPRADORES.

15, LEE YUEN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914. [1295]

FOR SALE CHEAP.

SEVERAL BAGS OF SLACK COAL.

Suitable for use in Steam Launches.

Apply—
"MANAGER,"
Hongkong Daily Press Office.

Hongkong, 29th October, 1914.

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED

MASSAGE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong, 30th July, 1914. [993]

WAR MAPS

AND SMALL NATIONAL FLAGS

to mark the progress of THE WAR.

FOR SALE AT—

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

Hongkong, 16th October, 1914. [1294]

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IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Storekeepers and Ship Chandlery.

Nos. 35 and 37, HING LOON STREET (2nd St. West of Central Market).

Telephone No. 514. [45]

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TO BE LET—FURNISHED.

66 "TANTALLON," 144, THE PEAK, Barker Road Level, 3 Minutes from Tram Station.

Apply—
GODDARD & DOUGLAS, Prince's Buildings.

Hongkong, 28th October, 1914. [1298]

TO LET.

NO. 33, CONDUIT ROAD. Six-Roomed House, with Tennis Court from 1st November, 1914.

Apply to—
E. A. CARVALHO,
No. 4, Macdonnell Road.

Hongkong, 28th October, 1914. [1299]

TO LET.

NO. 9, MOUNTAIN VIEW, PEAK.

21, CONNAUGHT ROAD CENTRAL.

69, QUEEN'S ROAD CENTRAL.

Apply to—
M. J. D. STEPHENS,
15, Bank Buildings.

Hongkong, 16th October, 1914. [1294]

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LANE, CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS. SPORTS SEASON 1914-15. SPORTS

From \$3.75 FOOTBALLS To \$11.00 Each.

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AS USED IN THE ENGLISH CUP FINALS.

From \$6.00 Each CRICKET BATS From \$6.00 Each.

WISDEN, STUART SURRIDGE, SPALDING AND GRADDIGE.

\$1.00 to \$4.50 CRICKET BALLS \$1.00 to \$4.50

LEG-GUARDS, GAUNTLETS, BATTING GLOVES.

From \$3.00 HOCKEY STICKS From \$3.00

BY SLAZINGER, JAUQUES AND SPALDING.

HOCKEY BALLS, SHIN-GUARDS, RUBBER

RINGS, KNEE-CAP BANDAGES WITH FELT PADS.

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SPECIAL RATES TO CLUBS.

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1ST PERFORMANCE NOV. 7TH. A. D. C. 2ND PERFORMANCE NOV. 10TH.

THEATRE ROYAL.

"THE BLUE BIRD"

A FAIRY PLAY IN 5 ACTS.

BY

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UNDER the Distinguished Patronage of H.E. "SIR F. H. MAY, K.C.M.G., General F. H. KELLY, C.B., and Commodore R. N. ANSTUTHER, C.M.G., R.N."

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100 PERFORMERS. 50 CHILDREN. 50 TRAINED BIRDS.

A SPECIAL CORPS DE BALLET OF 25.

ORCHESTRA OF 25 UNDER PROFESSOR GONZALES.

GALA NIGHT—SATURDAY, NOVEMBER 7TH.

DRESS CIRCLE & STALLS Sold out.

PIT STALLS at \$3.—can now be reserved.

SECOND NIGHT—TUESDAY, NOVEMBER 10TH.

THIRD NIGHT—SATURDAY, NOVEMBER 14TH.

DRESS CIRCLE AND STALLS ... \$3.

PIT ... \$2 (these can now be reserved).

COMMENCING EACH EVENING AT 9.15 P.M.

Booking Now Opened at MOUTRIE'S.

Hongkong, 14th October, 1914.

TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Coloured.

No. 19, BELLIOS TERRACE, "KIRKENDALL" Furnished, No. 122, Plantation Road, Peak.

"BEACONSFIELD" Battery Path, No. 59, THE PEAK (SCAMERON VILLAS)

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 30th October, 1914. [1174]

TO LET.

NO. 162, THE PEAK, "THE KENNELS"

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1914. [1331]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS, including a Fine Commodious Suite.

Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd.

Hongkong, 23rd October, 1914. [1023]

TO LET.

NO. 3, "ORMSBY VILLAS" Kowloon.

BUILDINGS at the rear of LYEMOON VILLAS. Can be used for Stables or Motor Garage.

Apply to—
SPANISH DOMINICAN PROSECUTION.

Hongkong, 16th October, 1914. [1248]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1914. [833]

TO LET—FULLY FURNISHED.

NO. 5, MORRISON HILL. Immediate Possession.

Apply to—
HARRY WICKING & Co.

Hongkong, 29th October, 1914. [1303]

BANKS

THE BANK OF CHINA. GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital \$60,000,000.

Paid-up Capital \$10,000,000.

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of the MEETINGS of the LEGISLATIVE COUNCIL of the Session 1913.
REVISED BY THE MEMBERS.
PRICE 85.
DAILY PRESS OFFICE.
Hongkong, 4th February, 1914

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday afternoon at the Council Chamber.

The following were present:—
His Excellency the Governor, Sir FRANCIS HENRY MAY, K.C.M.G.
His Excellency Major-General F. H. KELLY, C.B. (General Officer Commanding Troops).
Hon. Mr. CLAUD SEVERN (Colonial Secretary).
Hon. Mr. J. H. KEMP (Attorney-General).
Hon. Mr. E. D. C. WOLFE (Colonial Treasurer).
Hon. Mr. A. F. CHURCHILL (Director of Public Works).
Hon. Mr. E. R. HALLIWAX (Secretary for Chinese Affairs).
Hon. Mr. C. McI. MESSER (Captain Superintendent of Police).
Hon. Mr. W. YUK, C.M.G.
Hon. Mr. H. E. POLLOCK, K.O.
Hon. Mr. E. A. HEWITT, C.M.G.
Hon. Mr. LAU CHU PAI.
Mr. M. J. BREEN (Clerk of Councils).

MINUTES.
The minutes of the previous meeting were confirmed.

PAPERS.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table the following papers:—Abstract showing difference between Estimates of Revenue and Estimates of Expenditure for the year 1914-1915; Despatch from the Secretary of State, dated the 11th September, on the subject of investigation by the Imperial Institute for private individuals and firms; and quarterly return of Excesses on sub-heads met by savings under heads of expenditure.

FINANCIAL.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 67 to 72, and moved that they be referred to the Finance Committee.

ALIEN ENEMIES (WINDING UP) AMENDMENT. ORDINANCE.
The Attorney-General—It is not proposed, Sir, to deal with the first item on the Orders of the Day, the Bill entitled, "An Ordinance to amend the Alien Enemies (Winding Up) Ordinance."

MEDICAL REGISTRATION AMENDMENT. ORDINANCE.
The Attorney-General moved the first reading of a Bill entitled, "An Ordinance to amend the Medical Registration Ordinance, 1884."

The Colonial Secretary seconded, and the Bill was read a first time.
The Objects and Reasons are as follows:—

The main object of this Bill is to assimilate, as far as possible the qualifications which entitle a medical practitioner to registration in this Colony to the qualifications required in the United Kingdom and in other parts of His Majesty's Dominions.

It accordingly provides that only the following classes of persons shall be entitled to registration:—

(a) Persons registered in some other part of His Majesty's Dominions, whose qualification is accepted for registration by the General Council of Medical Education and Registration in the United Kingdom.

(b) Persons holding a medical degree of the University of Hongkong.

(c) Persons holding a degree, diploma or licence in medicine and surgery of any medical school in Europe, the United States of America, or the Empire of Japan, the degrees, diplomas and licences of which are recognised as entitling to registration by the General Council of Medical Education and Registration of the United Kingdom.

THE ESTIMATES.
The Colonial Secretary moved the second reading of the Bill entitled, "An Ordinance to apply a sum not exceeding Nine million five hundred and fifteen thousand six hundred and ninety-two dollars to the Public Service for the year 1915."

The Colonial Treasurer seconded.
Hon. Mr. HEWITT—Your Excellency, I have been asked by the unofficial members to speak first in reply to the Budget statement put before us a fortnight ago. I had, perhaps, better begin by expressing my regret that the representation of the unofficial members at this very important meeting is so sparse. But, as your Excellency is aware, one of our members has been away a good month or two, and another has been called away on business and left the Colony a few days ago. That hon. member, however, attended the meeting at which the unofficial members discussed the budget now before us, and I think I am correct in saying that he would entirely endorse and would, if he were here, voice the views I am about to express. Perhaps your Excellency would allow me to add a word or two to what I said about a fortnight ago when your Excellency's address, which was printed, was laid upon the table. Personally, as I have had the honour on more than one occasion of being asked by unofficial members to reply to the Budget speech, I may say that it is far more illuminating to me to hear a clear and concise verbal statement made by the Governor than to have a printed paper laid before us, or even to have a printed paper read to us. I trust that the usual procedure will—as your Excellency gave a sort of half promise would be the case—be adopted in the future: that is to say, that the Governor will deliver his speech, because listening to such a speech is, from an educational point of view, of far more value to me, if I have to reply to that speech, than it would be if I had to read a printed paper. Turning to the Budget itself, the financial situation, so far as next year is concerned, may be considered very satisfactory, but I think on further consideration and analysis of that statement, it cannot altogether be regarded as satisfactory. Now, we find that the estimated revenue

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for 1914 was \$9,500,000, while the revised estimate for the same year was \$11,067,000. The estimate for 1915 is \$11,200,000, of which more than one-third, that is to say, \$4,000,000, is represented by the revenue from opium. Now, this source of revenue, the opium revenue, on which we are so largely dependent for the prosperity of our Colony, and for the carrying out at enormous expense of public works which, owing to our position, geographically situated and topographically constructed as it is, is a very important and increasingly important source of expenditure. To trust to opium for a third of our revenue is clearly a source of weakness. We know that very large stocks were accumulated during the recent disturbances in China, and it will take about two or two and a half years to work off these accumulated stocks. At the expiration of that term I think it is quite reasonable to suppose that the further importation of Indian opium will be very greatly curtailed, if not entirely checked. That being so, it is quite reasonable to suppose, following on the instructions we have received from the Secretary of State, dictated to him by the existing House of Commons, as to the opium policy of Great Britain and the Colonies, that we cannot for any very great time rely upon such a valuable source of revenue which is limited, said, amounts to more than one-third of our revenue. Therefore, I think it is only right that even now we should begin to consider, and I think it would be very advisable if your Excellency could outline, some means by which the loss of that revenue is going to be made up. Our principal source of revenue here, as your Excellency knows, is the house tax. We all know that there has been for many years past a depression of trade consequent upon disturbances in China, and various other reasons, and great complaints have been made about the excessive rents charged to householders by absentee landlords, many of whom are would say that, of course, the revenue on house property is based on an annual or triennial valuation of property, and I think I may reasonably say, as things are going now, that a revaluation of property will show a depreciation in values and consequently a decrease in the revenue derived from this source. Again, other sources of revenue are licences, which include the liquor tax. Now, the liquor tax is quite a new source of revenue, and the Government when it was resorted to repudiated all responsibility for it, and were promptly followed by the unofficial members, who repudiated responsibility for this extremely unpopular tax. Licences, as we all know, have very largely increased on several different occasions during the last few years. Therefore, I maintain that the extension of taxation here is limited, and I see no new sources of revenue except by increasing existing taxation. That will have to be done in a very tender manner, otherwise it will have a serious effect on the prosperity of the Colony. Page 19 of the accounts shows that the expenditure for 1913 was estimated at \$8,658,012. In 1915 the estimated expenditure is placed at \$12,436,771; that is to say, in two years we have, roughly, an increase of about 60 per cent. in the expenditure of this Colony, and over and above that, even to balance the account for 1915, we have to draw upon our very scarce reserve to the extent of nearly \$1,100,000. With regard to the estimated revenue for next year, I think I am right in saying that it is the largest revenue that has ever been put before the Colony. I remember the time, about 25 years ago, when the revenue of the Colony was barely \$2,000,000. That gives an idea of the way in which the Colony has progressed during the last quarter of a century. At the same time it shows, from the figures I have quoted, the very great danger we shall have in a few years of having to face a very serious reverse. Turning to expenditure, I will deal with only a few of the more important items, as I do not wish to detain this honourable Council too long. At the same time, as it is the only one in the year that unofficial members have an opportunity of criticising the financial policy of the Government, I must not scamp the work, but meet the requirements of the case. I will come next to the Harbour Department. There is an entry there on page 12, which is referred to in your Excellency's speech (page 3), with regard to the scheme of the Government for taking over the moorings. As your

Excellency is aware, the Chamber of Commerce, the shipping companies and the unofficial members of this Council have from the very first opposed this scheme; we still continue to oppose it. For twelve years this scheme, which, I understand, was brought forward by the present Harbour Master, has been before this Council. We do not like it any more now than we did twelve years ago. On page 31 you will find an estimate of \$10,000 for relaying, repairing and the upkeep of moorings. Now, I happen to have as good a set of moorings in the harbour as any man. I know the number of moorings, and I think the sum is very largely under-estimated. Then, on page 35, there is an entry of a quarter of a million with the moorings. I am not prepared to say whether that is sufficient or insufficient for the property they intend to acquire, but I do say this: in view of the extremely uncertain financial condition of this Colony in the immediate future it would be extremely unwise for the Government to embark upon such an expensive experiment, and one that has been condemned by all those nearly affected by the proposal. I think the Government ought to drop the scheme, and I propose to move an amendment to the Bill now before us—where I say "we." I mean the unofficial members of the Council and also the shipping companies and the Chamber of Commerce, which are interested—still absolutely in the dark as to how the Government proposes to work this scheme. The only information we have received is the copy of the letter which your Excellency addressed to the Secretary of State, dated 12th August, 1914, in which, after going into the question of changing the moorings and so forth, you go on to say that the moorings will be assigned through the local pilots or by signal to incoming vessels by the Harbour Department. Now, I have been in the shipping business for nearly forty years; I have been in China for 35 years, and in Hongkong for about twenty years, and I know perfectly well that if any ship came wandering into the harbour trusting to a pilot as to which buoy she should go to, a great deal of confusion, and possibly collisions and danger to life and property will arise. How could a captain possibly, on five minutes' notice, even suppose the weather was clear enough for the Harbour Master to signal him to No. 1, 2, 3 or 4 buoy, or whatever the number might be, when he is working his way through a narrow Pass into a crowded harbour full of native craft and shipping, look up the chart and try to find out the buoy to which he is supposed to make fast? The alternative made by you is to employ pilots, but shipping companies for years have always stood out against that. We will not have compulsory pilots here; we don't want them. An effort was made some time ago for an association to start here, but it died a natural death. As far as I can make out, although we have had no particulars of the moorings, the revenue is estimated at \$30,000 a year. Basing my calculation on the fact that I have so many moorings in this harbour, I say that the Government charge is an extreme advance on the price we are now paying for our moorings. If you can satisfy the shipping community, the Chamber of Commerce and the unofficial members that this change is really necessary, I would then beg to suggest that we might make a counter offer. The moorings have been two or three times related to my knowledge to meet the increased length and size of modern ships, and if a scheme could be carried out by an amicable arrangement between the Government and the shipping companies, no doubt those companies which are going to be affected by the change will be prepared to bear part of the cost, but I would ask your Excellency to consider my counter proposal: that we be allowed to rent our own moorings. That is, from my own experience in Hongkong, a very great advantage to shipping. I tell my own captains on their outward voyage that when they return six months hence they will have to go to a certain buoy, and that stands, and when they come in it is not necessary for them to employ a pilot. I have never employed a pilot, and will not unless my ships go to the wharf, because there very strong currents are running. If you insist on this scheme, it seems to me that with the change of moorings and compulsory pilotage you are imposing a great tax on shipping which can be ill borne under existing conditions, and we strongly oppose the scheme your Excel-



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lency put before us in your letter to the Secretary of State on the subject. I speak with the full concurrence of the members of the Chamber of Commerce, and trust you will make the Secretary of State equally aware of our opposition to your scheme, and I merely now give notice that when the time comes I shall move the rejection of that particular section of the vote. Under the head Imports and Exports Department your Excellency mentioned (page 3) an increase of about \$35,000, but you only refer to an increase of \$14,000. As a matter of fact, the increase this year, as opposed to last year, is really \$85,000, because there is \$50,000, or to be more correct, \$49,800, less asked for the purchase of opium. I have gone through the papers, but they are not very clear; therefore I won't labour this question for the moment, but I will refer to it later on. In Miscellaneous Services there is an entry of \$1,575. That, of course, although a small thing, the unofficial members welcome, because we think too much cannot be done to encourage interpreters and translators in the Government Service, and any reasonable sum asked for will be gladly voted. We cannot, but regret the very great charge for loss on subsidiary coin, and this, your Excellency, without wishing to cast aspersions on the memory of Governors who have gone before you, entirely due to want of foresight on the part of some of your Excellency's predecessors and their advisers. The total amount of subsidiary coin imported into Hongkong to meet the demand in China amounted to something like \$40,000,000. Careful estimates made of the subsidiary coin we require show that we require about two to two and a half million dollars' worth. The whole of the rest of the money has been sold and the Government, I am very sorry to say, did not realise that the children would come home to roost, but they have come home to roost with a vengeance. Of that \$40,000,000 possibly about one-third has been absorbed in making jewellery, bullion and so on, or otherwise disposed of. Two-thirds of that amount is likely to come back on us, and I have given the Colonial Secretary notice of a question to which I will ask him to reply, which is, "What amount of coin has already been withdrawn by the Government from circulation, at what we know, to be a very heavy loss, and what, roughly speaking, is estimated to be the further loss likely to be entailed on this Colony on this account?" We realise we have to face this loss, and do not quarrel with the present policy of the Government, but entirely endorse it. We realise very much the sacrifice that is now being made by the Colony, and we can only express the hope that the sacrifice will be substantially utilised in rehabilitating the coin we must keep for our daily use. Reverting to what I said just now about the Import and Export Department, I now come to the question of accounts. It is not the first time I have had to refer to the way in which the accounts were rendered. On page 19 we have the actual expenditure for 1913, the approved estimates for 1914, the revised estimates for 1914 and the estimates for 1915. Now, a casual glance down that table will show a very startling difference between the approved estimates and the revised estimates. That is only a summary, and we have to look to further pages for the detailed account, and that is where we are handicapped. You merely have two columns instead of three. You have the approved estimate for 1914, and the estimate for 1915, and when you get to compare those figures, all that you know from page 19 is that the difference is very startling. I will quote two cases. On page 19, Miscellaneous Services, approved for 1914, is placed at \$257,128. The amended estimate for 1914 is \$743,000, or nearly three times the amount. The estimates for 1915 is \$912,262. Of course, I know the bulk of that amount is made up by the increased amount of subsidiary coin

purchased. Then on page 19, against Imports and Exports, the approved estimate for 1914 was \$1,017,233. The amended estimate was \$946,300, while the estimate for next year is \$984,518. The point I wish to make is that if you give us in the summary on page 19 the draft and revised estimates, these figures ought to be carried out in the body of the account. Then, and not till then, can we adjust them. I have raised this question before, when I was told in a most curt manner by the then Colonial Secretary, that the accounts were arranged in accordance with instructions from the Secretary of State, and therefore nothing more could be done. I submit, however, that when unofficial members, as business men, are called upon to discuss the accounts of the Colony once in a year, the accounts should be rendered in such a way that business men can intelligently and quickly grasp the details, because we are all busy men and have not time to spend weeks over the accounts. I submit that if you are tied down here by the red tape of an ancient despatch from the Secretary of State, it is worth while considering whether we should ask the Secretary of State to change his attitude and render his accounts in such a way that they will be intelligible to the man in the street. The grant to the Royal Society of £200 we thoroughly approve, because we realise the necessity of guarding against the danger of the importation of yellow fever in the Colony, and if your Excellency comes forward at any time for more we shall be glad to consider and support a vote to further help that very laudable object. There is a very heavy increase in the Police and Fire Brigade votes, but under present conditions we cannot do anything else but approve, particularly as regards the Fire Brigade. With regard to the Medical Department, we are glad indeed that your Excellency, in pursuance of a promise made some time ago, has increased the nursing staff. At the time we did not consider the increase was likely to prove sufficient. We trust it will, but if practical experience shows that the increase is not sufficient, we trust your Excellency will immediately come to us, and we will be only too pleased to agree to any further increase and charge you ask for. The next item I propose to deal with is the Volunteers. Of course at the present moment the Volunteers bulk very largely in view. The Hongkong Volunteer Corps numbers 469 officers, non-commissioned officers and men. The Reserves number 350, making a total of 819. The Reserves, I believe, are supposed to be composed of men of over 25 years of age. Now, I happened to be somewhat interested in the Shanghai Volunteer Force at the time of the Boxer trouble in 1900. Out of a community somewhat smaller than Hongkong we raised a force of 1,200. I was civil commandant of the corps. The Reserve there did not include men of the age of some of the present Reserve in Hongkong, and the only conclusion I can come to is that we have not got in the main body of the Volunteer corps the number of men we ought to have. We have only got the contemptible number of 469. I think I am justified in the remarks I make, because the order is that all the Volunteers have to wear uniform all the time, and as I go about the streets I see a large number of men of English nationality not wearing uniform. They are not in the Volunteers, but they ought to be. A large number of young fellows ought to join the Volunteers in the days in which we are now living, and in view of the encouragement given by the Government, but, to their disgrace, they are not in the corps. Coming to the question of education: in your Excellency's address you remarked that there was an increase of \$4,000 in

(Continued on page 8.)

HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 5.)

this vote, chiefly due to Mr. Kadoorie handing over the Ellis Kadoorie School to the Government. We have known Mr. Kadoorie for a considerable number of years, and this is yet one more instance of the generosity displayed by him towards his fellow residents. I can only gladly endorse the remarks made by your Excellency of his generosity in this matter. Coming now to public work, although the extension of the Central Police Station has entailed a large expenditure on the Colony, we realise the pressing need there was for this work, and it is only to be regretted that it was not carried out earlier. We are glad to see that the Aberdeen to Deep Water Bay road has been proceeded with, and we hope before very long the Stanley Road will be made available for carriage traffic. With regard to Tyantuk, apparently very good progress is being made. The revised estimate came to \$2,400,000, and the estimated expenditure up to the end of this year is \$588,000. The estimate for 1915 is \$700,000, leaving a balance of \$1,692,000 to be expended on the road. I have given notice of what I was going to say to you, and I understand he will be able to give us the gratifying assurance that this work will be completed by the end of 1917, and also give us the estimated cost. The revised estimate for the Mongkok Tai yung is \$2,701,600. The expenditure to the end of this year has been nearly two-thirds, and he wants for next year has been put down at \$212,000, which is about \$30,000 under the estimate. I trust that this work will be thoroughly completed for that sum and done next year. If so, it will be very satisfactory in both senses—in the work being carried out so well in a short space of time, and in the somewhat unusual circumstances that the Government estimate has not been exceeded. With regard to the New Territories, the improvement in the Tuen Mun Road is very satisfactory.

I would ask the Director of Public Works to tell us when that road will be completed, including the bridge over Tai Po creek. I have been used, as your Excellency knows, the completion of the road from Tai Po to the frontier, so as to link up Kowloon by a bridge and motor road, with the outlying parts of the New Territory, and it seems to me that the value both from a police and a military point of view is enormous. I trust it will be completed at an early date. There are one or two smaller questions, but a very important one is the question of the development of Old Kowloon City. There is the question of the extension of the road from Nga Id Tai to Kowloon City; from Maau Tai Wai to Kowloon Tong; and from Tai Shek Koo to Tai Pat Cheung. Another subject to which I wish to refer is wireless. I think we have already spent some \$200,000 on this. The estimate on page 95 is for \$300,000, and on page 102 \$200,000 for stock. I understand the bulk of this apparatus is already in the Colony, and I have been informed informally—I hope the Director of Public Works will correct me if I am wrong—that before the next seven or eight months this valuable station will be in working order. As your Excellency knows, in my capacity as a member of this Council, as Chairman of the Chamber of Commerce and representative of shipping companies, I have for several years urged on the Imperial Government the construction of a high-power wireless station in the interests of shipping in this Colony, without any effect at all. We were put off with all sorts of excuses that further inquiries and further expenditure had to be made. What is the result? We know that Germany has for many years been preparing for a European war, the main object of which was to obtain the British Empire and British trade. She has erected high-power stations in all parts of the world, from the Arctic to the Pacific. Now that war has broken out, we find Germany with high-power stations enabling her to communicate all round the world, and we have not got anything worth speaking of. The only station we have here is a comparatively low-power station on the Tamar, and even in Singapore, which is the centre of the long line of high-power stations from London to New Zealand, at the outbreak of hostilities the only station they had was put up in a hurry, with apparatus taken from one of the ships. I state, Sir, without fear of contradiction, that it is absolutely essential that we as the greatest overseas Power in the world are caught napping. We have no proper—

His Excellency.—The hon. member is travelling outside the subject of these estimates.

Hon. Mr. Hewitt.—Very good, Sir. I can only say that I am in the position of the military methods of the Home people, whoever they are, for not giving us wireless stations. These people, whoever they are, ought to be publicly pilloried in London.

His Excellency (ironically).—Perhaps they will be.

Hon. Mr. Hewitt.—I trust you do not, for a moment, suppose, Sir, that I reflect in any way upon the Hongkong Government. I know you have done everything possible. The fault lies with the War Department in London.

His Excellency.—The point is that this is an Imperial question.

Hon. Mr. Hewitt.—I have very little more to say, Sir. As far as I can make out by roughly adding up the figures, I find there is an increase under new appointments in the Public Works Department which amounts to about \$20,000, and in the Post Office amounting to about \$22,000. I wish to direct attention to this constant increase in the personnel of the Government staff. It has been going on all the time. I have had on many occasions to refer to it. Of course, I know your Excellency and the heads of Departments are anxious not to increase in that direction, still the increase goes on, and they come in under the pension scheme and are a charge on the Widows and Orphans Fund. At I said in the early part of my remarks, the

financial position of the Colony is such that we ought to conserve our resources in every possible way. With reference to the charge on the public debt, I remember many years ago, when this question was discussed, how various individual ratepayers stated that they considered all these big public works should be paid for on long loan. Fortunately, your predecessors—Sir Henry Blake particularly—was one, and I believe your Excellency also holds the same view—were of opinion that so far as possible all public works, public buildings, and even public works which might possibly be remunerative, should be paid for as far as possible out of current revenue or by short loan. That policy has fortunately been followed, otherwise had we not done so, the present condition of the Colony would have been far more unsatisfactory than it is. We would have been weighted down with a heavy permanent debt which we could ill afford to meet. There is one other question which we do not discuss in connection with the Estimates—the Military Contribution—and I would like to make a remark about it. When dealing with this question it is always brought forward by special resolution, and that was done by the Estimates for last year were under consideration. Since then we have had a paper laid before us by the Secretary of State, but the unofficial members have not under existing conditions brought forward any resolution, because we considered the time was not opportune, but it must not be supposed that we are satisfied with the present state of affairs, and we trust later on to have an opportunity of again discussing the subject. I hope hon. members do not think I have been unduly long in discussing the Estimates, but I have done my best to carry out the wishes of my colleagues on the various points we had under consideration. I now beg to state that when we come to the vote I shall move the reduction of the Harbour Department vote by \$10,000, and I shall move a further resolution for the adjournment of this debate, which, I understand, is necessary for your Excellency. I do not say I shall want to reply, but I should like to have the opportunity of doing so if necessary.

Hon. Mr. Pollock.—Sir, the very full remarks made by the hon. member opposite will render it necessary for me to occupy the time of this Council for a few minutes only. As my hon. friend has pointed out, apart from the revenue derived from opium, we should, as it appears to me, be in a rather parlous financial condition in this Colony, and Sir, it is in bearing that fact in view that I venture to make a suggestion to this Government in connection with the opium question. I am sure, Sir, that everybody must deplore the fact that there is a certain percentage of people who smoke opium to excess with very deplorable results. And we must equally deplore the fact that when we come to other stimulants such as alcohol, there is also a percentage of people, possibly a good deal higher percentage, who use those stimulants to excess. With regard to opium, we have at all events a certain amount of solid ground to go upon with regard to the proportion of excess of opium smokers, because your Excellency will remember that a very able member of this service, who has now gone to another Colony, in a pamphlet which was laid on the table of this Council a few years ago, worked out very carefully by statistics the question of opium consumption, and he arrived at the conclusion that the proportion of opium smokers who smoked to excess could not by any possibility amount to more than about two per cent. It is important, I think, that that view should be in view of other things which may be brought to bear upon the Home Government, be impressed on the Home Government at the present time, and also in connection with this subject, Sir, I was informed only yesterday that the Government of the Straits Settlements has recently entered into a contract for a period of five years for the purchase of opium for preparation in the Straits Settlements. Now, Sir, I can only assume that the action of the Government of the Straits Settlements must have been taken with the approval of the Colonial Office Authorities, and it certainly seems to me that we might take a leaf out of the book of the Straits Settlements Government and through the Colonial Office Authorities with a request for permission to make a contract for five years to purchase opium for preparation in the Straits Settlements. It has often been considered in the past that this Colony and the Straits Settlements are more or less sister colonies, and I think we should in this matter follow the lead of the Straits Settlements, especially as it is necessary that we should have this revenue in order to balance our budget, and, as my hon. friend opposite has pointed out, the other sources of revenue have been pretty well dried up in the past and are not capable of any very great expansion. Therefore I venture to make this suggestion for the consideration of your Excellency. There is only one other Department in the budget to which I shall refer, and I shall only say a few words with reference to it; that is, the Kowloon-Canton Railway. I must confess, Sir, that I have looked into the figures in connection with this railway with some little dissatisfaction. It seems to me that our expenditure is going up a good deal. I do not propose to criticise more than three items in that expenditure, and they are all on the same page in the budget speech, 115, of the draft estimates. I must say, Sir, that the second item on that page, Coal \$62,000, seems to me to be a very large item indeed to expend, even taking into account the explanatory note at the foot with reference to the increase in the price of coal. It seems to me that even if we put a fairly high price upon coal, that must represent an enormous quantity of coal consumed, and I should have thought an unnecessary quantity. And Sir, in this connection, I have no doubt that these accounts are audited, but I presume that the auditors do so in a very simple basis certain vouchers and figures and check things in that way, and that the question of what is necessary is not gone into by the auditors at all. On the same page, Sir, appears the item Maintenance and renewals of loco. engines.

There again there is a considerable rise, and it seems to me that that matter might be also looked into. It seems a large sum to pay for maintenance and renewals of loco. engines, \$30,000 odd. The next item is \$18,521 estimated to be spent on repairs and renewals of vehicles for 1915. Those are the three items under the heading Railway which struck me, and I think it would be worth while for them to be inquired into. No doubt, under the present circumstances we require to cut down our expenditure on the railway as far as we reasonably can, as well as in every other department in which this Government is concerned.

The Director of Public Works.—Your Excellency, in reply to the remarks of the hon. member who represents the Chamber of Commerce, the first point he raised was the question as to whether the Stanley Road would be open to traffic this year. A certain sum has been expended in improving the corners of the Deep Water Bay to Stanley Road, and also the road from Stanley to Shauiwan, and in next year's estimate a further provision is made for that improvement. It is probable, I should say, that by the time the new road from the Aberdeen Road to Deep Water Bay is completed, that those corners on the road from Stanley to Shauiwan will be sufficiently improved for a motor-car to go at least as far as Tyantuk. Of course, now the dam at Tyantuk will carry on the top of it the main road, and until that dam is completed the road cannot be said to be finished as far as Shauiwan. The next item the hon. member referred to is the Tyantuk second scheme. This year we spent approximately \$600,000; next year we hope to expend \$700,000, leaving about \$800,000 for the two succeeding years, and as far as I can judge now I think the work will be completed within the contract time, that is, 1917. The provision in this year's estimates for the harbour of refuge should complete that work, and, as the hon. member has pointed out, there will be a saving on the Government estimate. In the following year provision will have to be made for the retention money held back from the contractor, which cannot be paid next year as the period will not have elapsed. Still, there will be a saving in the Government estimate. With regard to the remark of the hon. member about Government estimates being exceeded, nothing is easier than for an engineer to make an estimate so big that it will not be exceeded and avoid adverse criticism, but if that were done all prices with local contractors would immediately go up. Therefore, he does his best in all cases to make as near an estimate as possible and as circumstances permit. The next item the hon. member referred to was roads in the New Territories. The Tai Po-Fanning road, I think, should be completed in January or February next year, including the bridge, and in next year's estimates provision is made for a road which will connect the frontier at the station at Taku Ling with the main road from Fanning to Shatauk. There will then be a road from the frontier to Kowloon. Provision is also made in next year's estimates for widening the road from Fanning to San Tin (widening to 20 feet), also for constructing a bridge over the creek on the Fanning-Chiao Road. With regard to Kowloon City, which the hon. member mentioned, and he was kind enough to send me a petition or some paper he had received, I would say that the roads mentioned in that petition refer to short lengths of road which connect all outlying villages with Kowloon City. There is a scheme actually on paper, and a road has been defined on the ground for striking a route from Tai Kok Tsui to Kowloon City. That road, when constructed, would meet the requirements of the petitioners, but at present I am doubtful whether development in that neighbourhood would justify the Government in embarking on an expenditure on the whole of that road anyway. With regard to the wireless station, a tender has been accepted for that, and I hope by June next year the station will be completed. Some, not all, of the machinery has already arrived in the Colony. The only other point I think the hon. member mentioned was the increase in the staff. The increase in next year's staff amounts to three surveyors and two inspectors in connection with the waterworks. Of the three surveyors, one is for the New Territories and the other two were requisitioned originally in connection with the Praya East reclamation scheme. There is no question that the one for the New Territories is essential, because there are a lot of village surveys which require completing. With regard to the other two, I may say that my department lost the services of one surveyor this year, so the increase was only one more, and the other surveyor was called up on the reserve of officers.

The Colonial Treasurer.—Sir, the first point raised by the hon. member representing the Chamber of Commerce was, I understand, the general increase in the estimates of expenditure of, he said, one half. I think if he will just glance at the figures again he will find that it is only one-third, in that there is eight million and something in 1915 and for 1915 it is twelve million roughly, leaving out the odd thousands.

Hon. Mr. Hewitt.—No, Sir. The increase to 12½ million is an increase of 33 per cent.

The Colonial Treasurer.—The next point was under Miscellaneous Services, subsidiary items. I think the question was that the total amount withdrawn up to date amounts to \$11,000,000, which has been withdrawn at a loss of sixteen per cent. I may say that practically four million out of that eleven million has been withdrawn this year. I think the only other point is the question of the increase in personnel. So far as the Post Office is concerned, I may say that it is entirely due to the wireless station. The staff required for the wireless station is a somewhat expensive one, and accounts for the \$25,000 increase. The staff of the Post Office has not otherwise been increased. The Colonial Treasurer.—Sir, I would like to make a few remarks on one or two points raised by the hon. member who represents the Chamber of Commerce, and the hon. and learned member on my left. On a question of the opium revenue and that of the re-arrangement of moorings in the harbour I have no

wish to express any views, but the hon. member opposite me raised the question of the assessment and drew attention to the question of reduction of the value of house property in the Colony, with a view I think, to suggesting that the assessment which has been made is a high one for the coming year. On that point I should like to draw the attention of hon. members to the fact that recent assessments made in the Colony certainly show that house property has been under-assessed for at least a year, probably more, and the value of house property has risen so much and so rapidly that it has not been possible for the Assessor to submit figures to the Government which represent the proper assessments. Therefore, as property has escaped increased assessment for a year or more it is thought not unfair that the assessments should be made for the coming year at the same figure as for the current year. As regards the Import and Export Department, the hon. member opposite stated that the increase was \$35,000, but really, owing to the reduction in the cost of opium by \$50,000, that it was something like \$80,000. That is a fact, but he was really referring to the revised estimate for the present year which reduced the estimate made at the end of last year by a sum of \$87,000. The net increase over the revised estimate for the current year cannot be considered at all excessive. As regards the railway, which is the only other point which I wish to refer to, and which the hon. and learned member made rather a point of, the figures are on page 118. The estimate for coal is considered low considering the large increase in the price, and it is not at all uncertain that the estimate is not fixed rather low; in fact, I think the manager of the railway holds that opinion. Still, we hope in the coming year the price will not advance, and it is practically certain that we ought to be able to get coal at quite a reasonable figure.

Hon. Mr. Hewitt.—Can you tell us how much coal we have got? The Colonial Treasurer.—6,800 tons. I think is the approximate amount. As regards oil and other stores, that estimate has been very carefully calculated. The actual cost this year for oil and other stores is almost exactly the same as that estimated, \$9,600, so there really is not an increase. Hon. Mr. Pollock.—I did not refer to that. The Colonial Treasurer.—As regards the locomotives, during the year they have been very hard worked, and it has not been possible to move them from the line and put them in the sheds when they should have been there, and the result is that they will want considerable repairs during the coming year when we shall have three extra locomotives which will enable us to do that. Therefore, I think the note explains that. There is a considerable increase in the number of coaches and vehicles. We have had during this year and for one or two years past, during heavy traffic to borrow carriages from the Chinese section, and that expenditure on the hire of carriages during week-ends and holidays will be saved by having a proper amount of rolling stock. I might add before I close that I am sorry not to have seen any of the unofficial members during the fortnight which has elapsed. Your Excellency made the suggestion that they might like to come and consult with me, and although I have been very busy I would have been glad to see them. In the Straits Settlements the procedure is that the unofficial members sit continuously with the Colonial Secretary and have all files and information given them as they want them, so that every point of doubt or difficulty is cleared up on the spot. I hope that next year the unofficial members will consent to that arrangement, as I am sure it will not only save time and trouble, but it will also elucidate points a great deal better than can be done in debate.

His Excellency.—If unofficial members as a body would prefer my delivering orally my address next year I will try and do so, but I cannot promise that I will not read the address. There was a day when a few readings over of the address such as printed this year would have been sufficient to fix it in my memory, to enable me to deliver it and to repeat it verbatim. But I am afraid at my time of life I cannot rely on my memory sufficiently to perform a feat like that, but if you prefer to have the speech read instead of reading it yourselves, I am quite willing to fall in with your ideas. Both hon. unofficial members who have spoken have referred to the opium revenue. I would have been glad if they had said nothing about the subject. I am strongly of opinion that it is a subject about which the hon. member says the better I have not undertaken the task of trying to think out how long the revenue will last, and as I see no immediate prospect of losing it, I do not think I should be using my time to much advantage if I were to undertake the task, nor do I think it would help us to get permission to make such a contract as the hon. member who represents the Justices of the Peace refers to. The existence of such a contract would not weigh much with His Majesty's Government one way or the other if they decided that our dealings in opium were to cease. At the same time, I appreciate the forecast of both hon. members in wishing this important question should not be lost sight of. The hon. member who represents the Chamber of Commerce is firm in his convictions, as he always is, and he will have nothing of our scheme for removing and relaying the buoys in the harbour. Now, in order to show how necessary that scheme is, I think I may just read a few lines from my despatch to the Secretary of State. The result is that the old-established shipping firms, many of whom employ steamers of small tonnage engaged in the coasting trade of China or in local trade with the Philippines, Japan and Siam, monopolise the water, to the prejudice of newly-established firms of steamers trading with Europe, Canada and America which employ vessels of heavy tonnage and deep draught. Many of these have to lie at a considerable distance from the business centre of the City, and complaints have been made in recent years by the Agents of some of the largest vessels frequenting the Port

that they are forced out into distant and inconvenient parts of the harbour. Suggestions have been made that to meet the demand for berths for deep draught vessels, the dredging of some of the more remote portions of the anchorage should be resorted to. Now, those are very strong arguments based on solid facts. Suggestions and recommendations had actually been made to the Government to dredge the harbour in order to make more room in it, and if such dredging were resorted to, enormous sums would have to be expended, which, in view of the precarious nature of our revenue it would be very unwise for us to embark upon. I do not think the hon. member or any shipping man need be afraid of the despatch. It is proposed, as indicated in the despatch, to divide up the berths into classes. Therefore it will not be a case of a man going to hunt all over the harbour for his buoy. He will have his buoy in a certain circumscribed area in a particular part of the harbour, and it will be a simple matter to indicate to him the number of the buoy either by wireless, which I hope we shall have then, or by signal if he does not carry a pilot. I may mention that in Singapore the system is already in vogue of berthing vessels by signal or other communication at the Tanjong Pagar wharves, and the system works well. The fees we propose to charge are \$5 a day first class, \$6 a day in the second class, and \$4 a day in the third class, and we calculate that the revenue therefrom will just about cover, no more, the interest on capital and current expenditure. The hon. member who represents the Chamber of Commerce expressed the opinion that \$10,000 would not be enough to remove and relay the buoys. That is quite right; it would not be sufficient, but we only propose to relay them by tens a year. There are 40 buoys in hand at present, and we will take them in hand annually. Therefore, the total sum for relaying will be about \$40,000, and not \$10,000. The hon. member also referred to the large expenditure incurred on the redemption of subsidiary coin. It is a very large amount, but I would remind him that we made a profit originally of \$2,400,000 on the issue of that coin, and we have not yet spent in redemption as much as we originally made in issue. I am heartily glad to see, however, that the hon. member endorses the policy that the Government had embarked upon. He next asked that the column as revised should be carried out throughout the estimates. Now, I do not really see that any great advantage would be gained. The revised estimates are merely the index to the figures upon which the estimates for the succeeding year are based. We cannot say what the estimates for this year will be, or what the revenue for this year will be, until the year is closed, but we put down that estimate in order to show approximately how we arrived at the figure for the succeeding year. The estimates for all Crown Colonies are drawn up in the same way, and it is very necessary to have a uniform system. The hon. member also referred to the Volunteers and their paucity, and I heartily agree with him that they are too few. Perhaps, when the present war is over some different system will be inaugurated by which we will have many more volunteers. But he was not quite right, and it is perhaps necessary I should correct him when he said the Reserves were filled with men over 35 years of age. We accept men of 30 years of age who have had five years' volunteer service, and of 33 years of age who have had three years' volunteer service. Therefore, there are a number of men in the Reserves, who by reason of their naval, military or volunteer service are eligible long before they reach 35, and that is one of the reasons which makes this body such a valuable body of men, having such a large number of trained men in the ranks. The hon. member who represents the Chamber of Commerce echoed my own fears when he referred to the large increase in personal emoluments. The increase is very large, and I think that if we had not framed these estimates before war broke out we should have framed them in a more economical manner as far as we could. For instance, it is quite possible we should not have taken over the Ellis Kadoorie School, which is going to cost us over \$33,000 in the Education Department over and above the expenditure of last year. The other items, though big, are hardly avoidable. In the Sanitary Department there is a considerable increase which is partly covered by prospective economies in managing the sewerage system. In the Public Works Department there is also a considerable increase which, as the Director of Public Works explained, is due to the addition of three land surveyors, and the Post Office shows a very large increase, principally due to the radio-telegraphic staff amounting to \$16,000. I can assure the hon. member that these estimates of expenditure are very carefully scrutinised, and any criticisms which hon. members make annually on that subject are most welcome. The Colonial Secretary and I both have a difficult task in keeping down expenditure, and if we knew we have the unofficial members at our back in inculcating economy, our hands are much strengthened. The hon. member who represents the Chamber of Commerce also paid us a welcome compliment on our policy of not borrowing money. Year in and year out we have been advised to build up public works out of borrowed capital, but I think the remarks made concerning the opium revenue shows how wise is the policy to pay as much as we can out of revenue. He next adverted with a very light touch to the military contribution. Well, I hope that he and his colleagues will never refer to the subject again as long as I am Governor, because I never like acting in opposition to the wishes of the unofficial members, but this is a subject on which I am absolutely obstinate, and I think I might well be. If you will recollect, sometime ago I laid on the table a despatch from the Secretary of State with regard to the cost of the Garrison in Hongkong, and from that interesting document it appeared that the total cost of the Garrison for the year 1912-13 was \$204,000, and the contribution of the Colony in respect of that was only \$145,000, leaving the British taxpayer that much burdened and long suffering individual, to find the other \$247,000. As long as that condition of things exists I do not think we can

properly ask to shift more of the burden on to his shoulders to lighten our own. I do not think there is any other question the hon. member has referred to that I have not touched upon. Hon. Mr. Hewitt.—As I moved a resolution I have to stand by my right to reply. His Excellency.—I beg pardon. I understand you want to move an adjournment. Hon. Mr. Hewitt.—I want to refer to your Excellency's speech in the first place. I consulted the Colonial Secretary and he informed me that I would have to move an adjournment in order to enable me to have the right to reply. I also have another amendment to move for the reduction in a certain vote, and I gave notice of this in my opening remarks. His Excellency.—I will just explain the procedure. Of course, as you know, no member can speak twice unless he proposes a resolution. If you move an adjournment you can only make remarks concerning the motion. You cannot move an adjournment and make a speech on the estimates. You can move an adjournment which will have to be seconded and put to the House, and if the motion is carried you can reopen the debate. Hon. Mr. Hewitt.—I rise to a point of order. I have on a previous occasion attempted to reply to the speeches made by the official members and the Governor in reply to a speech I was asked to make on financial matters by my unofficial colleagues. At one time I was ruled out of order because I did not move a resolution. On other occasions, at least one, I did move a resolution, and I was allowed to speak. My unofficial colleagues and I discussed this question the other day, and we were in some little doubt as to how a reply should be made. I came up personally to see the Colonial Secretary, who saw you, and he gave me to understand that if I moved an adjournment it gave me the right to reply to the remarks of the official members. I consider, Sir, it is wrong that I should not be allowed to reply, for it is not as though I am doing this off my own bat. His Excellency.—The motion has got to be seconded and carried, and if it is carried you can reopen the debate. Hon. Mr. Hewitt.—I submit it is very hard on unofficial members who come here once a year to discuss the Budget to be absolutely debarred from making a reply in any circumstances whatsoever to the Governor's speech. I submit, Sir, that that is wrong, and if I am not allowed to do anything else I would ask for a suspension of the Standing Orders. It is always permitted at Home in the House of Commons, and has been permitted here in the past. I think it is very wrong. Why should we be muzzle? I am going to say anything to upset the Government or cast it in gloom or anything of that sort. His Excellency.—Will you allow me to think of that sort. Hon. Mr. Hewitt.—Certainly, Sir. I beg pardon. His Excellency.—I am a firm believer in following rules. It is no good having rules if you do not obey them. Rule 26 of the Standing Orders says that no member may speak twice. If you wanted to make a personal explanation of any statement you made in your speech you would be in order to understand your wish to reply to remarks made by myself and other official members. To require that matter you must move the adjournment of the House, it must be seconded, and if it is carried then you can reopen the debate. I have no wish to stop you speaking. The official members can vote any way they like, and if the House carries the motion I will be very glad to go on with the debate. Of course you can speak again, so can I or the Colonial Secretary. Hon. Mr. Hewitt.—I again rise to a point of order. This is the only one time in the year the unofficial members have an opportunity of criticising the financial policy of the Government, and the man elected to speak for the unofficial members should have the right of reply. I have had it in the past, and to make quite sure that I should have the right to day I called officially on the Colonial Secretary and understood from him that I should have that right. His Excellency.—Will you be good enough to move the adjournment. Hon. Mr. Hewitt.—I have two amendments to move, the adjournment of the debate on the budget and the reduction of the Harbour Department vote. His Excellency.—Why don't you move the adjournment? Hon. Mr. Hewitt.—There are only four unofficial members here, and I don't know what this vote will be. The point I wish to make is that under certain conditions I should have the right to reply. His Excellency.—I am very sorry. These Standing Orders were made and drawn up by my predecessor and passed by this Honourable Council, and the Council said by their own orders that members should only speak once, and you want to break that rule. I looked up the debates this morning, and saw that in 1910 you were ruled out of order, and last year you were also ruled out of order. I am quite willing to hear you. Hon. Mr. Hewitt.—We are swamped by the official vote. We ought to have the same right to reply as they have in the House of Commons, which is the mother of parliaments, and all our debates are based on her procedure. His Excellency.—Will you kindly move the adjournment of the debate and we'll carry the motion for you. Then you will have a right to speak. Hon. Mr. Hewitt.—I beg to move the adjournment of this debate till this day six months. His Excellency.—This day six months is absurd. Hon. Mr. Hewitt.—I will say this day fortnight. The continuation of the verbatim report will be given tomorrow. Hon. Mr. Hewitt.—I beg to move the adjournment of this debate till this day six months. The motions were then read a third time and passed, and Council adjourned.

SHIPPING

ARRIVALS.

CHUNGTU, British str., 1,338, Speed, 6th November—Swatow 4th November, General—Butterfield & Swire.
CHUNGTU, British str., 1,143, R. W. Lloyd, 4th November—Swatow 3rd November, Ballast—Butterfield & Swire.
DAIICHI MARU, Japanese str., 1,052, N. Suzuki, 4th November—Mojito 30th October, Coal—Mitsui Bishi Goshi Kaisha.
NANKIN, British str., 4,250, G. Manley, 5th November—Shanghai 2nd November, General—P. & O. S. N. Co.
SAINT FRANCES, British str., 2,307, John H. Francis, 4th November—Shanghai 31st October, General—Jardine, Matheson & Co.

PASSENGERS.

Per Nankin, for Hongkong, from Shanghai, Mr. P. Hutchinson, Mr. F. P. Deane and Mr. A. E. Lockyer.

VESSELS ON THE BERTH

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carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-DAY, the 6th November, 1914, at 4 P.M., taking Passengers and Cargo for the above Ports, in connection with the Co.'s Mail Steamers from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the Co.'s Mail Steamer due in London on the 18th December, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 24th October, 1914.

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"ATLANTIQUE," Captain Charbonnel, will be despatched for Marseilles, without transhipment, on TUESDAY, 17th November, at 1 P.M. Ports of Call: SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID.

P. THOMAS, Agent.

Hongkong, 20th October, 1914.

HONGKONG TIDE TABLE.

From 6th to 12th November, 1914.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Fri.	6	h. m.	ft. in.	h. m.	ft. in.
		10 20 a	4 6	5 33 a	4 0
		10 14 a	7 5	5 43 a	4 0
				6 17 a	1 3
Satur.	7	1 33 a	7 5	3 51 a	2 0
		10 41 a	7 7	7 11 a	2 0
Sun.	8	No info.	high	nor low	water
		11 19 a	7 7	8 21 a	2 0
Mon.	9	No info.	high	nor low	water
		0 16 a	7 3	9 23 a	2 1
Tues.	10	No info.	high	nor low	water
		1 15 a	7 0	10 27 a	2 1
Wed.	11	No info.	high	nor low	water
		3 27 a	6 7	11 16 a	2 2
Thurs.	12	5 51 a	5 2	10 38 a	4 7

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Documents translated from or into Classical or Colloquial Chinese.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	BRIT. STR.	—	—	—	P. & O. S. N. Co.	To-day, at 3 P.M.
LONDON & GENOA VIA SINGAPORE, &c.	BRIT. STR.	—	—	—	P. & O. S. N. Co.	About 25th inst.
LONDON & HULL	BRIT. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th Dec.
MARSEILLES VIA PORTS	FRAN. STR.	—	—	—	MESSEGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	JAP. STR.	—	—	—	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KIELING & JAPAN	JAP. STR.	—	—	—	OSAKA SHOSHUN KAISHA	On 11th inst., at 8 P.M.
VICTORIA, B.C., & TACOMA VIA KIELING & JAPAN	JAP. STR.	—	—	—	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	AM. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	AM. STR.	—	—	—	OSAKA SHOSHUN KAISHA	On 26th inst., at 3 P.M.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	AM. STR.	—	—	—	THE ROBERT DOLLAR CO.	About 10th inst.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	JAP. STR.	—	—	—	PACIFIC MAIL S.S. CO.	On 1st Dec., at 1 P.M.
AUSTRALIAN PORTS	JAP. STR.	—	—	—	TOYO KISEN KAISHA	On 8th Dec.
AUSTRALIAN PORTS VIA MANILA	JAP. STR.	—	—	—	PACIFIC MAIL S.S. CO.	On 12th Jan., at Noon.
JAPAN	JAP. STR.	—	—	—	TOYO KISEN KAISHA	On 2nd Dec.
Kobe & Yokohama	JAP. STR.	—	—	—	GIBB, LIVINGSTON & Co.	On 14th inst., at 11 A.M.
NAGASAKI, Kobe & Yokohama	JAP. STR.	—	—	—	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
TIENTSIN VIA SHANGHAI & WEIHAIWEI	BRIT. STR.	—	—	—	JAYA-CHINA-JAPAN LINE	Quick despatch.
WEIHAIWEI & TIENTSIN	BRIT. STR.	—	—	—	NIPPON YUSEN KAISHA	On 17th inst., at 11 A.M.
SHANGHAI VIA FOCHOW	BRIT. STR.	—	—	—	NIPPON YUSEN KAISHA	On 20th inst., at 11 A.M.
SHANGHAI	BRIT. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at D'light.
SHANGHAI & KORE	BRIT. STR.	—	—	—	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
SHANGHAI, MOJI, Kobe & YOKOHAMA	BRIT. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI & Kobe	BRIT. STR.	—	—	—	BUTTERFIELD & SWIRE	On 8th inst., at D'light.
SHANGHAI	BRIT. STR.	—	—	—	P. & O. S. N. Co.	About 10th inst.
YLDIVOSTOK VIA JAPAN	RUS. STR.	—	—	—	NIPPON YUSEN KAISHA	On 24th inst.
FOCHOW VIA SWATOW & AMOY	JAP. STR.	—	—	—	NIPPON YUSEN KAISHA	About 16th inst.
ANPING & TAKAO VIA SWATOW & AMOY	JAP. STR.	—	—	—	RUSSIAN VOLUNTARY FLEET	On 11th inst., at Noon.
TAMUI VIA SWATOW & AMOY	JAP. STR.	—	—	—	OSAKA SHOSHUN KAISHA	On 11th inst., at 8 A.M.
AMOY & FOCHOW	JAP. STR.	—	—	—	OSAKA SHOSHUN KAISHA	On 8th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	JAP. STR.	—	—	—	DOUGLAS LAFRAIR & Co.	To-day, at 1 P.M.
SWATOW & BANGKOK	JAP. STR.	—	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW	JAP. STR.	—	—	—	DOUGLAS LAFRAIR & Co.	On 8th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	JAP. STR.	—	—	—	DOUGLAS LAFRAIR & Co.	On 10th inst., at 1 P.M.
MANILA, CEBU & ILOILO	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
MANILA	JAP. STR.	—	—	—	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
MANILA, CEBU, ILOILO, &c.	JAP. STR.	—	—	—	JARDINE, MATHESON & Co.	On 14th inst., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	JAP. STR.	—	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	JAP. STR.	—	—	—	JAYA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG, BANGKOK & CALCUTTA	JAP. STR.	—	—	—	OSAKA SHOSHUN KAISHA	On 15th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	JAP. STR.	—	—	—	NIPPON YUSEN KAISHA	To-morrow.
SANDAKAN	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 3 P.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER				To L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
Leave	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.				THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"	
		VIA QUEBEC	VIA NEW YORK	registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.	
EMPERESS OF RUSSIA	Meals and Sleeping	£71.10	£71.10	SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.	
EMPERESS OF ASIA	Car Berth across	£65 —	£65 —		
EMPERESS OF INDIA	Canada & S. additional.	£43 —	£45 —		
EMPERESS OF JAPAN					
MONTEAGLE				HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.	
Hour of Departure.—All Steamers sail from Hongkong at Noon.				THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.	
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. CO. or TOYO KISEN KAISHA.					
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.				Passengers may proceed by Rail between Ports of Call in Japan if so desired.	
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-				Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C.	
				For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—	
				D. W. CRADDOCK,	
				GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya	

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Hour of Departure.—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the EMERSON MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215. AGENTS

Hongkong, 16th April, 1914.

General Managers.

WEATHER REPORT.

On the 5th, at 11.30 a.m.—Pressure has decreased quickly over Japan, and increased moderately to considerably over the China coast and Formosa.

An anti-cyclone covers the Lower Yangtze Valley, and a depression is situated in the Sea of Japan.

Fresh monsoon will prevail over the northern part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	(E. and N.E. winds, moderate fine)
Formosa Channel	(N.E. winds, strong)
South coast of China between Hongkong and Lintao	(The same as No. 1.)
South coast of China between Hongkong and Hainan	(The same as No. 1.)

CHINA COAST METEOROLOGICAL REGISTER.

5TH NOVEMBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7 a.	29.99	24	—	NNE	2	o
Nemuro	6 a.	30.01	—	—	NE	—	—
Hakodate	—	29.83	—	—	—	—	—
Tokio	—	29.83	—	—	SW	2	o
Kobe	—	29.88	—	—	—	—	—
Nagasaki	—	29.99	—	—	NNW	1	o
Kagoshima	—	29.98	—	—	NNW	1	o
Oshima	—	29.99	—	—	NNW	1	o
Naha	—	29.97	—	—	NNW	1	o
Ishijima	—	29.97	—	—	NNW	1	o
Bonin Is.	—	30.01	—	—	SSE	1	o
Chafsoo	—	—	—	—	—	—	—
Wakatsuki	—	30.07	45	75	W	4	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiungking	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.28	40	—	NNW	3	bo
Guangzhou	—	30.21	46	—	NNW	6	ov
Shanghai	—	30.03	65	—	SSE	2	or
Amoy	—	30.04	67	—	NE	3	or
Swatow	—	30.03	65	—	NNW	1	o
Taihu	—	30.01	—	—	—	—	—
Taiwan	—	30.00	—	—	N	4	—
Koshu	—	29.97	—	—	E	2	—
Pescadore	—	30.13	69	—	NE	10	—
Canton	—	30.01	65	—	NE	2	o
Hongkong	—	30.12	—	—	NE	5	o
Gap Rock	—	30.05	61	—	NE	5	o
Macao	—	30.05	61	—	NNW	2	o
Yuechow	—	29.99	62	—	NE	1	o
Holow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phuhoi	—	30.10	66	—	NE	2	o
Tonkine	—	29.95	77	—	SSW	2	o
Cape St. James	—	29.94	75	—	SSE	4	o
Apurri	—	29.95	74	—	SW	1	b
Manila	—	29.94	78	—	NE	1	o
Laguna	—	29.95	82	—	N	1	o
Iloilo	—	29.95	82	—	N	1	o
Bacolod	—	29.98	84	—	N	1	o
Cebu	—	—	—	—	—	—	—
Labuan	—	—	—	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, a degree Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAISE in inches, t tenths and hundredths.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	...	3 P.M. 6th Nov.	See Special Advertisement.
SHANGHAI	...	About 10th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE	...	About 16th Nov.	Freight and Passage.
LONDON AND GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	...	About 25th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary. For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th November, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and BANGKOK	"CHIHAI"	On 6th Nov. 4 P.M.
SHANGHAI	"CHENAN"	On 8th Nov. 4 P.M.
MANILA, CEBU and LOILO	"CHINHA"	On 10th Nov. 4 P.M.
MANILA, CEBU and LOILO	"TAMING"	On 17th Nov. 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 19th Nov. Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHA" "TAMING" and "TSAN." Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TSAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
HONGKONG, 6th November, 1914. TELEPHONE 35. AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 6th Nov. at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 10th Nov. at 1 P.M.
"HAITAN"	Capt. J. W. Evans	SATURDAY, 14th Nov. at 3 P.M.

* The s.s. "Haitan" will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 8th Nov. at 10 A.M.
		WEDNESDAY, 11th Nov. at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong 5th November, 1914.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

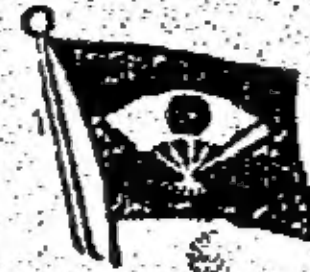
STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM (Not calling at Manila)	21st Nov.	On 14th Nov. 11 A.M.
ST. ALBANS	12th Dec.	On 18th Dec. 11 A.M.
EASTERN		On 8th Jan. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

TENYO MARU 22,000—21 knots from Nagasaki 14th Nov.

NIPPON MARU 11,000—18 knots from Kobe 1st Dec.

SHINYO MARU 22,000—21 knots ... TUES., 8th Dec.

CHIYO MARU 22,000—21 knots ... TUES., 5th Jan.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Sails

ANYO MARU 18,500—15 knots ... Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kase	WEDNESDAY, 11th Nov. at 3 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Nov. at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving

"PEKING MARU" ... S. Yamane ... SUNDAY, 15th Nov. A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer Captain Leaving

"KAJO MARU" ... Y. Yamamoto ... WEDNESDAY, 11th Nov. at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIGI MARU" ... S. Tokushige ... SUNDAY, 8th Nov. at 10 A.M.

"DAIJIN MARU" ... K. Murakami ... SUNDAY, 15th Nov. at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"SOSHU MARU" ... K. Hattori ... WEDNESDAY, 11th Nov. at 8 A.M.

These Steamers of Cosel and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

774)

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	FROM COLOMBO:
25th Nov.	17th Dec.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS on route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" Feb. 1915

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	6 p.m.	Noon	"	Friday	Thursday
Nov. 9	...	Nov. 2	Nov. 6	...	Dec. 4	Dec. 10
Dec. 7	...	Nov. 20	Dec. 2	...	Dec. 18	Dec. 24
	...	Dec. 14	Dec. 18	...	Jan. 1	Jan. 7
	Jan. 15	Jan. 21

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

1st Saloon "A" Accommodation Single £65. Return £97.

2nd Saloon "B" " " £49. " £83.

" " " " £44. " £76.

" " " " £40. " £70.

1st Saloon "A" Accommodation Single £61. Return £91.

2nd Saloon "B" " " £45. " £83.

" " " " £42. " £76.

" " " " £38. " £70.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS. Leave YOKOHAMA Leave SHANGHAI Leave HONGKONG Leave SINGAPORE Due at MARSEILLES Due at LONDON

Nov. 9 Nov. 19 Nov. 25 Dec. 1 Dec. 23 Jan. 8

Dec. 7 Dec. 17 Dec. 23 Dec. 29 Jan. 25 Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £46 Single; £69 Return. 2nd Saloon £33 Single; £50 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	YASAKA MARU	25,000	WEDNESDAY, 18th Nov. at 10 A.M.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYAZAKI MARU	15,000	WEDNESDAY, 2nd Dec. at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU	12,500	TUESDAY, 17th Nov. at Noon.
	YOKOHAMA MARU	12,500	TUESDAY, 1st Dec. at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	FRIDAY, 20th Nov. at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TANGO MARU	13,500	WEDNESDAY, 16th Dec. at Noon.
	HAKATA MARU	12,500	SATURDAY, 7th Nov.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU	8,900	MONDAY, 23rd Nov.
SHANGHAI and KOBE	KAWACHI MARU	12,500	FRIDAY, 20th Nov.
SHANGHAI and KOBE	RANGOON MARU	7,000	WEDNESDAY, 18th Nov.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	12,500	FRIDAY, 20th Nov. at 11 A.M.
KOBE and YOKOHAMA	KITANO MARU	16,000	TUESDAY, 17th Nov. at 11 A.M.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs. 23rd Jan.
KAMO	16,000	11th Feb.
KASHIMA	10,000	25th Feb.
MISHIMA	18,000	11th Mar.
SHIMA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YABAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	23,000	3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
ARI MARU	12,000 Tons	Tues. 25th Jan.
SADO	12,000	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SEIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
ARI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

18-9-10

POST OFFICE NOTICE.

The Parcel Post Service to France is suspended until further notice.

The Parcel Post and Insured Letter system to Brazil is suspended.

Notice is given that although every possible precaution is taken to secure the safety of all postal packets whilst in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Boxes, Parcels for Belgium, Brazil, Crete or Montenegro and no Letters, Boxes or Parcels for Malta can be accepted for insurance.

The Parcel Post Service to the United Kingdom is in full working order in both directions by the long sea route.

The Parcel Post Service to Egypt and certain countries mentioned served by Egypt is resumed for ordinary parcels only:—Crete, Cyprus, Greece, Italy, Algeria, Tunis, Switzerland and (Libya) Tripoli.

The Services to Germany, Austria, Ottoman Empire and Tsingtau are suspended.

The New Year Mail will be closed at 5 p.m. on the 19th inst.

The ENGLISH MAIL from Europe is due to arrive here on Tuesday, the 10th inst., at daylight.

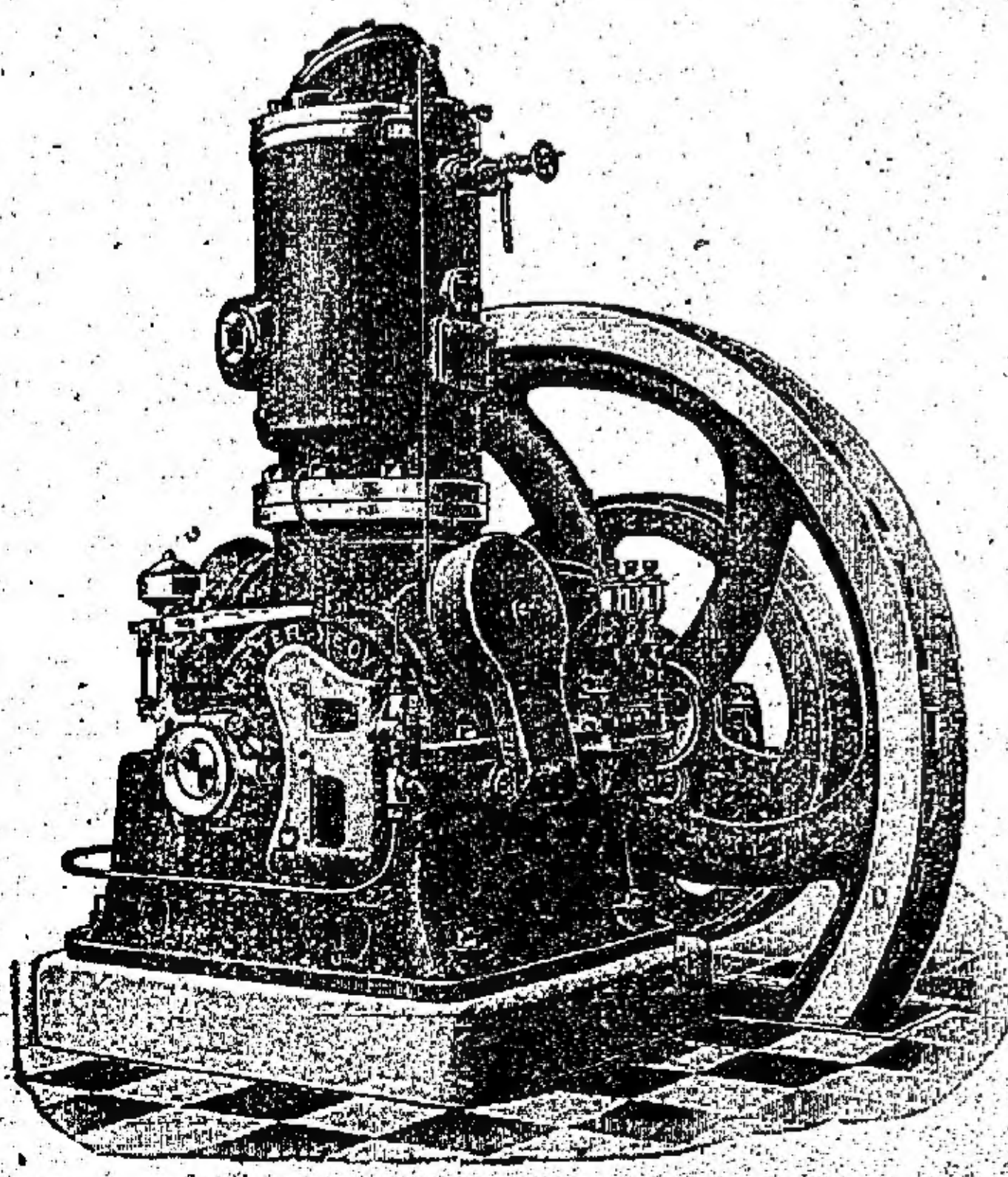
FOR	DATE
Port Sayard	Friday, 6th, 9.00 A.M.
Swatow and Bangkok	Friday, 6th, 9.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE (Late Letters 10.30 a.m. to 11 a.m. Extra postage 10 cents. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Friday, 6th, 9.00 A.M. Registration 10.00 A.M. (Registration with late fee of 10 cents up to 10.30 a.m.) Kowloon B.O. 9.00 A.M. Letters 10.30 A.M.
Straits, Batavia, Cheribon, Samarang and Sourabaya	Friday, 6th, 10.00 A.M.
Chingwantao	Friday, 6th, 10.00 A.M.
Swatow, Amoy and Foochow	Friday, 6th, 1.00 P.M.
Swatow and Bangkok	Friday, 6th, 3.00 P.M.
Nowchwang	Friday, 6th, 4.00 P.M.
Foochow	Friday, 6th, 4.00 P.M.
Philippine Islands	Saturday, 7th, 2.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA) (Tientsin-Fukow Service Shanghai Brit. P.O. 8.30 p.m., Thursday, the 12th inst.)	Saturday, 7th, 3.30 P.M. Registration 4.00 P.M.
Swatow	Sunday, 8th, 9.00 A.M.
Swatow, Amoy and Formosa via Tamsui	Sunday, 8th, 9.00 A.M.
Saigon and Java	Monday, 9th, 11.00 A.M.
Shanghai, North China, Weihaiwei & Tientsin	Monday, 9th, 4.00 P.M.
Swatow, Amoy and Foochow	Tuesday, 10th, 1.00 P.M.
Philippine Islands	Tuesday, 10th, 3.00 P.M.
Swatow, Amoy & Formosa via Takao & Aomori	Tuesday, 10th, 5.00 P.M.
Shanghai and North China (EUROPE via SIBERIA) (Tientsin-Fukow Service Shanghai Brit. P.O. 11.30 a.m., Monday, 16th inst.)	Tuesday, 10th, 5.00 P.M.
Swatow, Amoy and Foochow	Wednesday, 11th, 1.00 A.M.
Swatow	Wednesday, 11th, Noon
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., Tacoma and United Kingdom via Canada	Wednesday, 11th, 12.35 P.M. Letters 1.00 P.M.
Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Saturday, 14th, 11.00 A.M.
Amoy and Foochow	Saturday, 14th, 2.00 P.M.
Shanghai, North China, Japan via Meiji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada	Tuesday, 17th, 10.30 A.M. Registration 11.00 A.M. Letters 11.00 A.M.
Philippine Islands	Tuesday, 17th, 3.00 P.M.
Straits, Ceylon and Europe	Thursday, 18th, 9.00 A.M.
Weihaiwei and Tientsin	Thursday, 18th, 11.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island	Friday, 20th, 11.00 A.M.
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Tuesday, 8th, 11.00 A.M.

LOCAL AND REGULAR MAILS.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow (Long Island)	2.00 P.M.	—
Shatsuk, Shatin and Shuangshui	4.00 P.M.	—
Aberdeen, Aukau, Ping Shan, Sai Kung, Santin, Stanley and Tai O	4.30 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. (4.00 P.M. Except Saturdays)	4.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	5 P.M., Saturdays for despatch on Sundays.
Kamohuk and Kongmoon	4.00 P.M. Except Saturdays	4.00 P.M.
Nantau and Sanmei	4.00 P.M. Saturdays	4.00 P.M.
Shamshina	10.00 A.M. 4.00 P.M.	9.00 A.M.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR
THE PETTER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES

AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.
Electrical Repairs and
Installations Undertaken;
Electro-Plating in all its
Branches.

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COMMERCIAL.

CLOSING QUOTATIONS.

November 5th.

ON LONDON:—	
Telegraphic Transfer	1/83
Bank Bills, on demand	1/82
Bank Bills, at 30 days sight	1/84
Bank Bills, at 4 months sight	1/83
Credits, at 4 months sight	1/9
Documentary Bills 4 months sight	1/94
ON PARIS:—	
Bank Bills, on demand	212 1/2
Credits, at 4 months sight	223
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	41 1/2
Credits, at 60 days sight	nom.
ON HONGKONG:—	
Telegraphic Transfer	nom.
Bank, on demand	128 1/2
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	128 1/2
ON SHANGHAI:—	
Bank, at sight	77 1/2
Private, 30 days sight	nom.
ON YOKOHAMA:—	
On demand	8 1/2
ON MANILA:—	
On demand	72 1/2
ON SINGAPORE:—	
On demand	10 1/2
ON BATAVIA:—	
On demand	nom.
ON HAIPHONG:—	
On demand	nom.
ON SAIGON:—	
On demand	nom.
ON BANGKOK:—	
On demand	90 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.50
GOLD LEAF, 100 fine, per tail	\$58.60
BAR SILVER, per oz.	22 1/2

SUBSIDIARY COINS.

Hongkong	20 cents pieces	315.00 discount.
Hongkong	10	315.50

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	6.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG. FRIDAY, 6TH NOVEMBER, 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. FATSHAN.

SATURDAY, 7TH NOVEMBER, 1914.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
5 p.m. KINSHAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, 1,651 tons. S.S. SUI AN, 2,006 tons.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO. SUNDAY, 8TH NOVEMBER, 1914.

The Company's Steamship "HEUNGSHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 6 p.m. Further particulars may be obtained at the Office of—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [42]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD STEAMER To SAIL.

FOR SHANGHAI, KOBE AND YOKOHAMA.

HOMEWARD

MARSEILLES VIA PORTS ATLANTIQUE On 17th November, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through tickets to LONDON via PARIS by rail.
Circular tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT. QUEEN'S BUILDING.

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"LEADING THE WAY"

"CAPSTAN" MIXTURE

"THE SKIPPER'S FAVORITE"

W. D. & H. O. WILLS.
BRISTOL and LONDON.

The MILK that is STERILIZED.
The MILK that is NATURAL.
The MILK that has the LARGEST SALE in the World
BECAUSE it is the BEST is the



FOR DRINKING PURPOSES USE
MILKMAID STERILIZED NATURAL
(COLOURED LABEL)
UNSWEETENED. UNCONDENSED.

FOR PUDDINGS, ETC., USE
MILKMAID CONDENSED
(BLUE LABEL)
SWEETENED AND CONDENSED.

FOR TEA, ETC., STEWED FRUITS, ETC.,
MILKMAID EVAPORATED
(GOLD LABEL)
CONDENSED BUT NOT SWEETENED.
(This enables users to add Sugar to taste).

LOOK AT THE LABEL.
ON SALE AT ALL STORES.

[1127]

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA	Sailing TUESDAY	1st Dec., at 1 P.M.
KOREA	TUESDAY	22nd Dec., at 1 P.M.
SIBERIA	TUESDAY	25th Dec., at 1 P.M.
CHINA (via Manila)	TUESDAY	12th Jan., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moran, the world-famous caterer. Large staterooms, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, KING'S BUILDINGS.

Tel. No. 141.

TO-MORROW

Saturday, 7th Nov.—
9.15 p.m.—A. D. C. at the Theatre Royal.
"The Blue Bird."

FORTHCOMING EVENTS.

Sunday, 8th Nov.—
9 p.m.—Al Fresco Fête in the Compound of the Roman Catholic Cathedral.

Monday, 9th Nov.—

Bank Holiday.
Tuesday, 10th Nov.—
9.15 p.m.—A. D. C. at the Theatre Royal.
"The Blue Bird."

Saturday, 14th Nov.—
9.15 p.m.—A. D. C. at the Theatre Royal.
"The Blue Bird."

Saturday, 21st Nov.—
Noon—Hongkong Jockey Club Extraordinary General Meeting.

Printed and Published by BERTRAM A. HAIN for the Concerned at 104, Des Vœux Road Central, Victoria, Hongkong: London Office, 137, Fleet Street, E.C.